SOUTH COAST RAIL

ECONOMIC DEVELOPMENT AND LAND USE

CORRIDOR PLAN

JUNE, 2009

EOT
Massachusetts Executive Office of Transportation

SCR
South Coast Rail

EOHED
Massachusetts Executive Office of Housing and Economic Development

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TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

June 29, 2009

Dear South Coast Residents,

I am pleased to release the Commonwealth of Massachusetts' South Coast Rail Economic Development and Land Use Corridor Plan. To maximize the economic benefits of the South Coast Rail project it is not enough just to reestablish transit connections between the South Coast cities of Fall River, New Bedford, and Taunton with Boston. We must plan intentionally and thoughtfully to ensure this investment in transportation catalyzes job creation and housing and encourages this new development to happen in the right places to revitalize our Gateway cities and downtowns.

We also intend this project to expand environmental protection, curb sprawl, and cut greenhouse gas emissions by reducing the need for families and workers to drive everywhere.

This Corridor Plan is the culmination of over 18 months of intensive planning at the local, regional, and state levels. We have broken new ground in Massachusetts – for the first time, we have seamlessly integrated planning for transportation investments with economic and land use development on a regional scale.

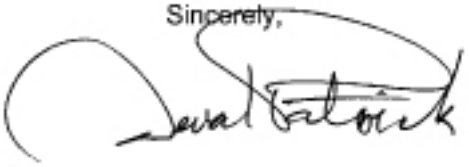
With an unprecedented level of civic engagement – over 100 local meetings – we have worked with our partners at the local and regional levels to create a new consensus vision for the future of the 31 cities and towns of the South Coast Rail Corridor through 2030. The Plan calls for creating great places at the new stations – places full of vitality and diversity. By clustering jobs and homes close to the stations through transit-oriented development and "greening" the stations by encouraging renewable energy on site, new neighborhoods will be created.

The Plan also identifies priorities for land protection, which will preserve the farms, fields, and forests in every city and town. Protecting working farms, cranberry bogs, habitat, rivers and wetlands is not only important for ecological reasons, but for economic reasons. This rich landscape is central to the South Coast's quality of life and long-term competitive advantage in the economy.

The Commonwealth is committed to seeing this plan implemented. We will use the Corridor Plan to guide our investments in infrastructure and land protection and to help target technical assistance to where it is needed most. But we can't implement this plan on our own. We will need to continue to work hand-in-hand with the municipalities, regional planning agencies, environmental and land protection organizations, and economic development and housing officials and advocates. Local actions will be a vital component in realizing the vision contained in the Plan. New zoning, such as overlay districts that encourage a mix of jobs, housing types, and green spaces at the new station areas will be needed.

We look forward to working with all of you to make this plan reality. We have a unique opportunity through the South Coast Rail project to create a more competitive, more equitable, and more sustainable region.

Sincerely,



SOUTH COAST RAIL
ECONOMIC DEVELOPMENT AND LAND USE
CORRIDOR PLAN

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*** available on enclosed CD and at www.Southcoastrail.com**

Executive Summary

South Coast Rail Corridor Plan

The Corridor Plan is the result of a collaborative partnership among the Commonwealth, thirty-one corridor communities, and three regional planning agencies working in conjunction with the Southeastern Massachusetts Commuter Rail Task Force. The process for developing this document included more than 100 civic engagement meetings and events that drew on the knowledge and insights of regional residents, businesses, officials, and community-based organizations. The result is a blueprint for clustering jobs and homes around stations, maximizing the economic benefits of rail investment, minimizing sprawl development, and preserving the farms, fields, and forests of the South Coast.

The Region Today

The South Coast region comprises 31 cities and towns with a combined population of approximately 740,000. By 2030 the regional population is projected to grow to more than 900,000, making the South Coast one of the fastest-growing regions of the state.

The South Coast is a region of tremendous natural assets, high quality of life, and relatively affordable housing. The region is known for its seacoast and estuaries, its cranberry bogs and rural landscapes, and the historic towns and cities that played prominent roles in the nation's economic and cultural history. In recent years, Southeastern Massachusetts has faced a complicated series of threats: loss of natural areas, struggling older industrial cities, sprawling development, and congested highways.

The South Coast communities of Fall River, New Bedford and Taunton are the only cities within 50 miles of Boston not served by commuter rail, and a reliable, fast transit connection is needed to connect these cities to the major economic hub of New England—Boston.

How Should the Region Grow?

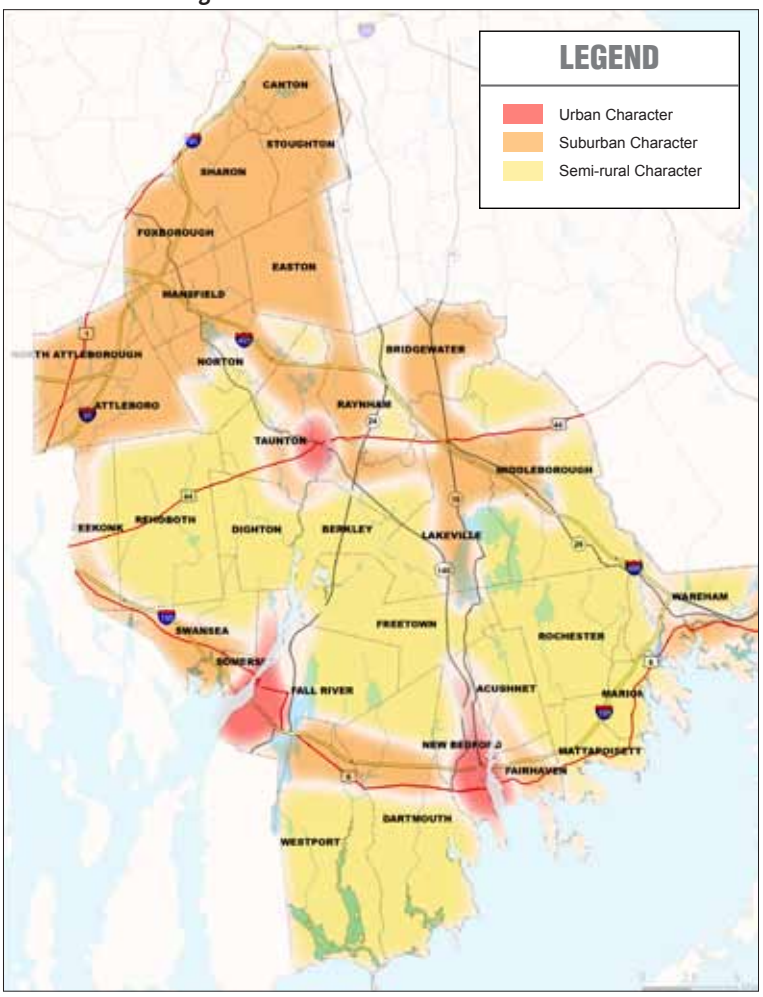
Today the region has arrived at a critical juncture. Will its future growth be driven by auto-oriented, dispersed development patterns that exacerbate current problems? Or will the region of 2030 be characterized by more compact growth within existing centers and downtowns, as well as around new transit infrastructure, that strengthens connections to the metro Boston economy and labor markets? Will growth advance in ways that preserve open space, working landscapes and other natural assets, or will the integrity of these places continue to erode through ad hoc development? In other words, how can the South Coast grow without losing its character, and how can the train help with this challenge?

The region's leaders and residents provided answers to these questions in the development of the Corridor Plan. The Plan provides a framework for

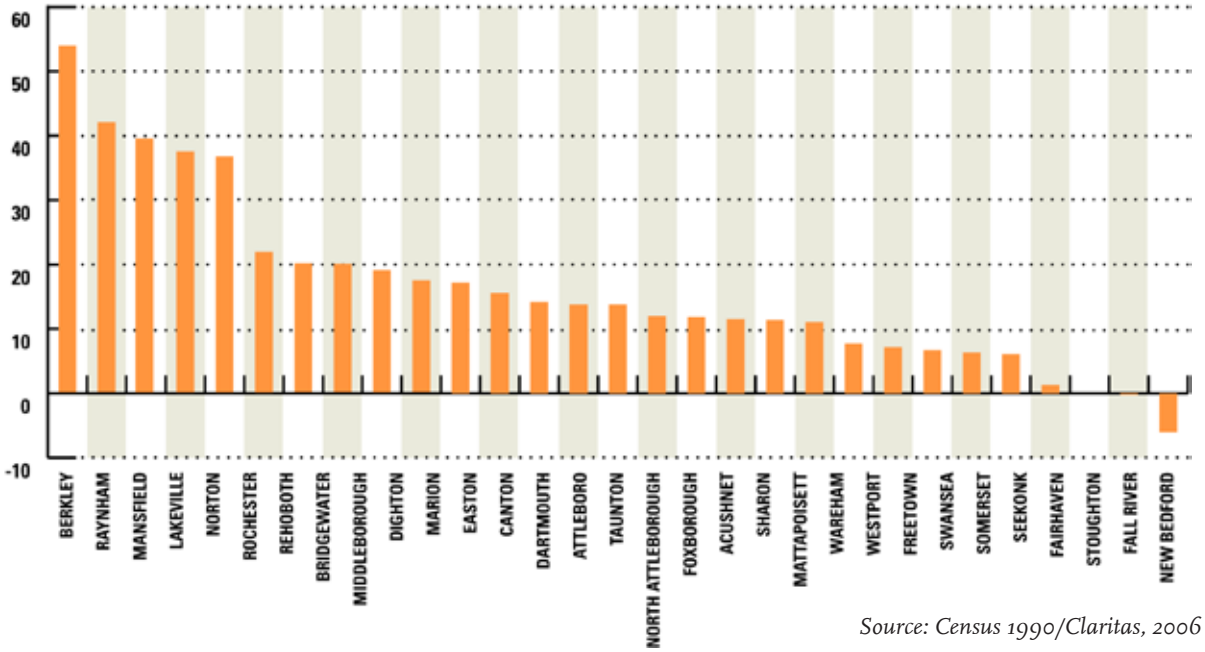
regional growth that is clustered, more sustainable, and better connected within the region and to metro Boston. The region seeks a future in which it renews and expands urban centers while adding new walkable neighborhoods and preserving natural assets for future generations. Commuter rail can catalyze this future, providing an opportunity to organize new growth around stations and direct it away from sensitive areas of ecological value. It can also provide better access to high-quality jobs for residents of the region, and better access for businesses to the metro-Boston labor force, business and educational clusters that will drive the 21st-century economy.

We must connect the dots between protecting the South Coast's natural areas and sparking economic development in places that make sense. Residents and businesses want a high quality of life and future

The South Coast Region



Percent Change in Population by Community, 1990-2006



Source: Census 1990/Claritas, 2006

investments will, in part, depend on the South Coast region's ability to shape the growth that's coming and the new growth the train will bring.

The Corridor Plan

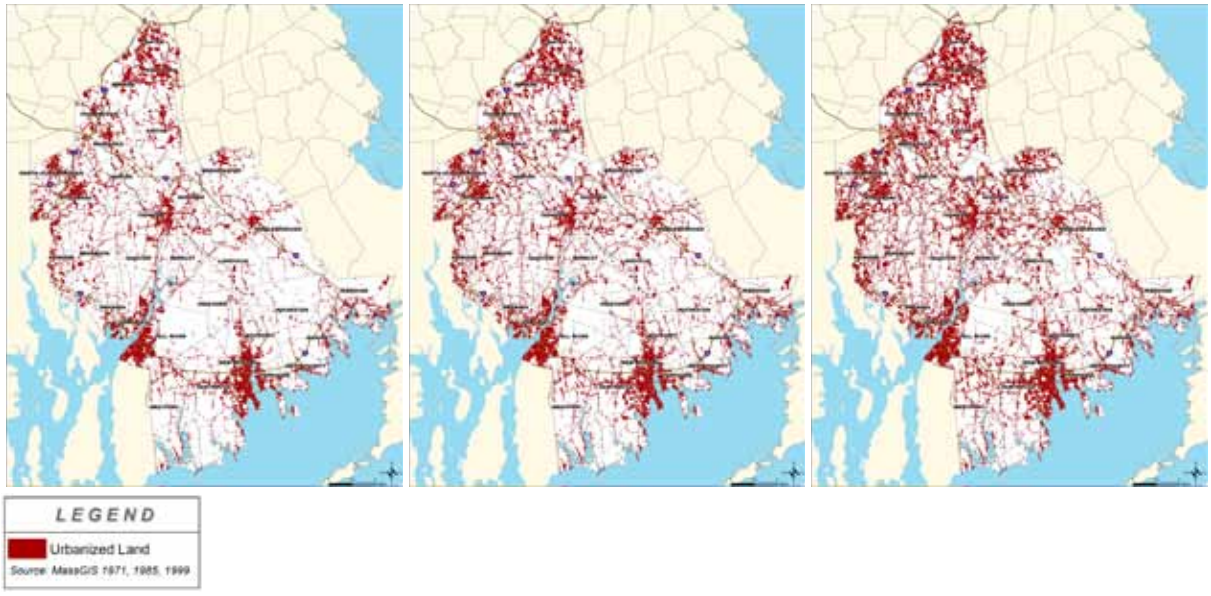
The Corridor Plan is organized to provide responses to four basic questions about growth.

- Where should new development be supported?
- What land, open space and environmental assets represent the highest priorities for protection?
- What kind of development can be attracted to areas around new stations?
- What kinds of tools can communities use and the state provide to better plan for their futures?

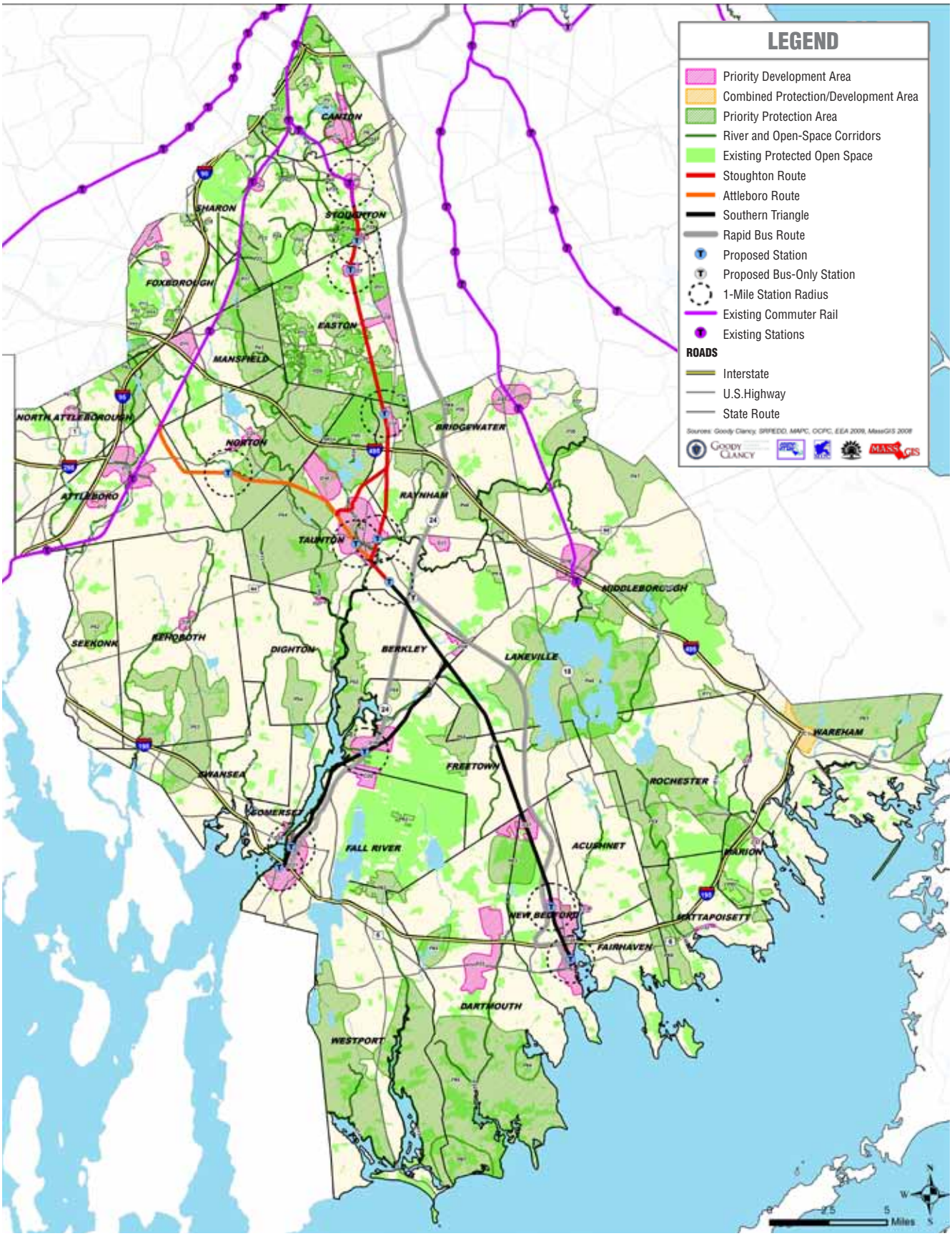
Priority Development and Protection Areas – The Corridor Map:
The Corridor Map is a centerpiece of the plan. Developed through a process of local, regional and state review, the map designates more than 30 Priority Development Areas and more than 70 Priority Protection Areas. Priority Development Areas are those with the greatest capacity or potential to accommodate new development, including downtowns, major job centers, and future South Coast Rail station areas. Priority Protection Areas include land or environmental resources that are not permanently protected but are worthy of increased levels of protection through planning, regulation, conservation or acquisition. This map emerged from a process facilitated by regional planning agencies working first with communities to identify municipal priorities. Communities selected several hundred areas that represent local priorities for growth or conservation, and they are now moving forward with implementation. Regional planning agencies—working in conjunction with the Southeastern Massachusetts Commuter Rail Task Force, the corridor communities, advocacy organizations and each other—then identified the places with the greatest significance from a regional bird's-eye view. Many of these priority places span town borders. State agencies modified the resulting framework to best reflect state goals, and established the results as the Corridor Map. Detailed maps and narrative descriptions of each of the designated areas are included within the plan.

We must connect the dots between protecting the South Coast's natural areas and sparking economic development in places that make sense. Residents and businesses want a high quality of life and future investments will, in part, depend on the South Coast region's ability to shape the growth that's coming.

Development in the Corridor, 1971, 1985, 1999.



The Corridor Map



Station Area Development: Potential Development Around Whale's Tooth Station in New Bedford

Station Area Development: Proposed South Coast station sites have been selected both to serve existing residents and businesses and to provide opportunities for new transit-oriented development around stations. The consultant team that helped prepare this report, working with the regional planning agencies, analyzed existing development around station locations and evaluated future development potential, resulting in a realistic projection of what type and amount of development could occur within one mile of future stations and within a five-minute walk of stations (about ¼ mile).

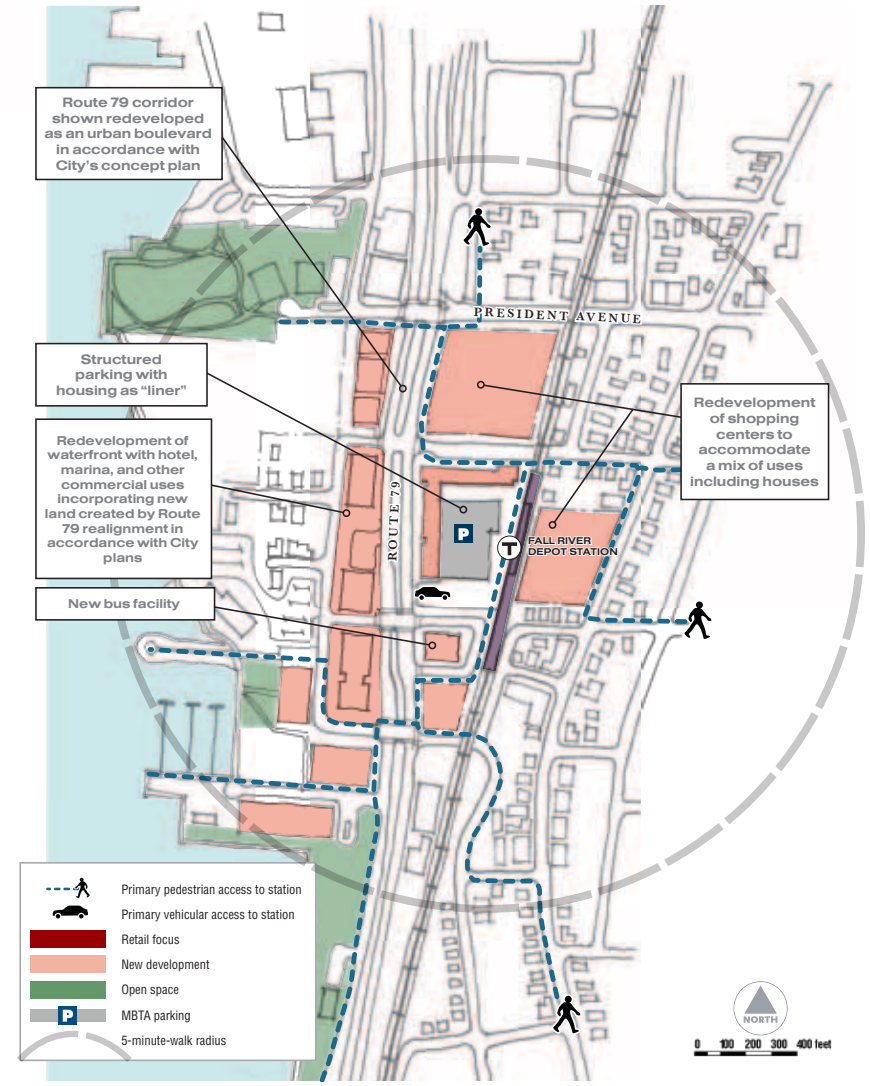
Today, more than 40,000 households and over 55,000 jobs lie within one mile of proposed transit stops, offering many commuters the option to walk or bike to the train. South Coast Rail station areas are well positioned to benefit from national demographic trends and lifestyle preferences that increasingly favor development in compact transit-served locations. By 2030, given expected growth, transit in place, and the implementation of this Plan, an additional 9,000 households and 11,000 jobs will locate within one mile of station areas. High levels of private-sector investment could be attracted to station-served areas such as Hicks-Logan-Sawyer in New Bedford and Davol Street in Fall River, as well as areas in Taunton, Freetown, and other corridor communities. However—as national experience with comparable sites demonstrates—attracting private investment will not be possible without a sustained public effort to position these sites for redevelopment.

During the Corridor Plan process, communities that will host stations explored visions for station areas and opportunities for development. Concept plans for station areas included within the Corridor Plan represent a starting point for further planning at the local level. The plans also reflect current thinking about the location of station platforms, parking and other infrastructure. To fully tap into the potential of future station areas—and to create market-ready development opportunities—station areas will need new zoning aimed at advancing locally embraced visions. A few communities, like Taunton and Stoughton, have already established new zoning, and others are initiating the process.

What are the Potential Economic Effects of South Coast Rail?

Commuter rail service to the South Coast will generate nearly $500 million in new economic activity every year. This is new growth by the year 2030 that would not have occurred without the train. The rail connection is also projected to create between 3,500 and 3,800 *net new* jobs within the Commonwealth by 2030—about two-thirds of which would locate in the South Coast region with the remaining third in Boston-Cambridge and other communities outside the region. This new economic activity within the Commonwealth would be a consequence of travel-cost savings and improved business and labor productivity brought about by the accessibility (shorter travel times) and mobility (mode choice) improvements of commuter rail. Because commuter rail would offer an attractive, reliable alternative to auto trips from the South Coast to Boston, many of the job increases expected to take place within the South Coast are likely to be in the higher-paying professional services sectors.

Station Area Development: Potential Development Around Fall River Depot Station


Route 79 corridor shown redeveloped as an urban boulevard in accordance with City's concept plan
Structured parking with housing as "liner"
Redevelopment of waterfront with hotel, marina, and other commercial uses incorporating new land created by Route 79 realignment in accordance with City plans
New bus facility
Redevelopment of shopping centers to accommodate a mix of uses including houses
PRESIDENT AVENUE
ROUTE 79
FALL RIVER DEPOT STATION
Primary pedestrian access to station
Primary vehicular access to station
Retail focus
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

During construction of the rail project, slated to begin in 2012, expenditures for labor and materials would generate construction period benefits of

Economic Effects in 2030 of South Coast Rail Alternatives ($ 2007)

GEOGRAPHIC AREA	BUSINESS OUTPUT	JOBS	HOUSEHOLD INCOME
South Coast Corridor communities	$268–295 million	2,300–2,540	$87–97 million
Boston-Cambridge	$140–149 million	730–790	$47–50 million
Rest of Massachusetts	$40–43 million	450–490	$12–13 million
TOTAL ALL AREAS	**$448–487 million**	**3,500–3,800**	**$146–160 million**

about 7,000 to 8,000 jobs, $1.4 to $1.8 billion in business output, and about $315 to $360 million in household income. The spin-off activity from the investment will benefit South Coast workers, shop owners, suppliers, and other firms providing services.

Much of the development estimated to occur by 2030 around the station areas would be growth that is now projected to occur in less densely developed areas of the South Coast region, including areas that are now open space. Not only is development of the region's older built-up areas essential to creating attractive urban lifestyle choices that draw residents and business investors, but the reallocation of growth to these target areas can relieve development pressures on open space that contribute to the region's attractiveness as a place to live and do business.

Next Steps

The Corridor Plan has been developed in a period of economic and financial uncertainty at the national, state and local levels. Currently state and local governments face financial uncertainties that pose challenges to immediately advancing parts of the Corridor Plan. The Plan, however, provides a framework for the region that will maximize the economic and environmental benefits of the rail project and help realize a long term vision for the region. There's no time to lose.

State Policy Actions: The Commonwealth is committed to implementing these policies to support the Corridor Plan:

1. **Create great places at the station areas** by maximizing transit-oriented development that builds new green neighborhoods with jobs and housing.
2. **Use discretionary state funding flowing to municipalities to encourage zoning and land use changes** that support sustainable development and the Corridor Plan.
3. **Steer the state's own direct investments** in state infrastructure, buildings, and office leases to station areas and priority development areas, such as downtowns.
4. **Provide technical assistance to expand affordable housing opportunities** and use the Corridor Plan to guide new housing development.
5. **Create a regional transfer-of-development rights program to steer growth away from sensitive sites** in rural and suburban areas at risk for low-density residential sprawl and into areas appropriate for development, like village centers and downtowns.
6. **Consider retaining a portion of the value created by transportation investment** to help fund the project by capturing new tax revenue from growth around the train stations.

Technical Assistance: The Commonwealth and regional planning agencies provided technical assistance to corridor communities during the development of the Corridor Plan. Technical assistance will continue to support implementation of this plan, and particularly to help realize the Corridor Map—a core element of the plan—and create new zoning around station areas.

Local Actions to Shape Growth: Many corridor communities, particularly smaller towns within the middle of the region that have experienced very large upticks in residential growth, are working to balance development pressures with local community character. The Corridor Plan provides strategies and tools that communities can use to protect sensitive environmental and cultural resources while encouraging growth in places where it makes sense.

The Plan offers all of the communities in the region, from the cities to the suburban towns to the smaller rural towns, both a vision and a set of recommendations that can ensure that growth occurs in locally preferred, sustainable ways that preserve the region's distinctive character and high quality of life.

Chapter 1: Introduction

South Coast Rail Project

The South Coast Rail project is an initiative of the Executive Office of Transportation and Public Works (EOT) to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston to enhance regional mobility, while supporting smart growth planning and development strategies in affected communities. This South Coast Rail Economic Development and Land Use Plan Corridor Plan, the "Corridor Plan," is an element of the South Coast Rail project.

The South Coast Rail project is a priority transportation initiative of the Patrick-Murray Administration for the Commonwealth of Massachusetts, as documented in the April 2007 *South Coast Rail: A Plan for Action*.

Today, the South Coast communities of Fall River, New Bedford and Taunton are the only cities within 50 miles of Boston that are not served by commuter rail. Commuter rail service for this region has long been considered.

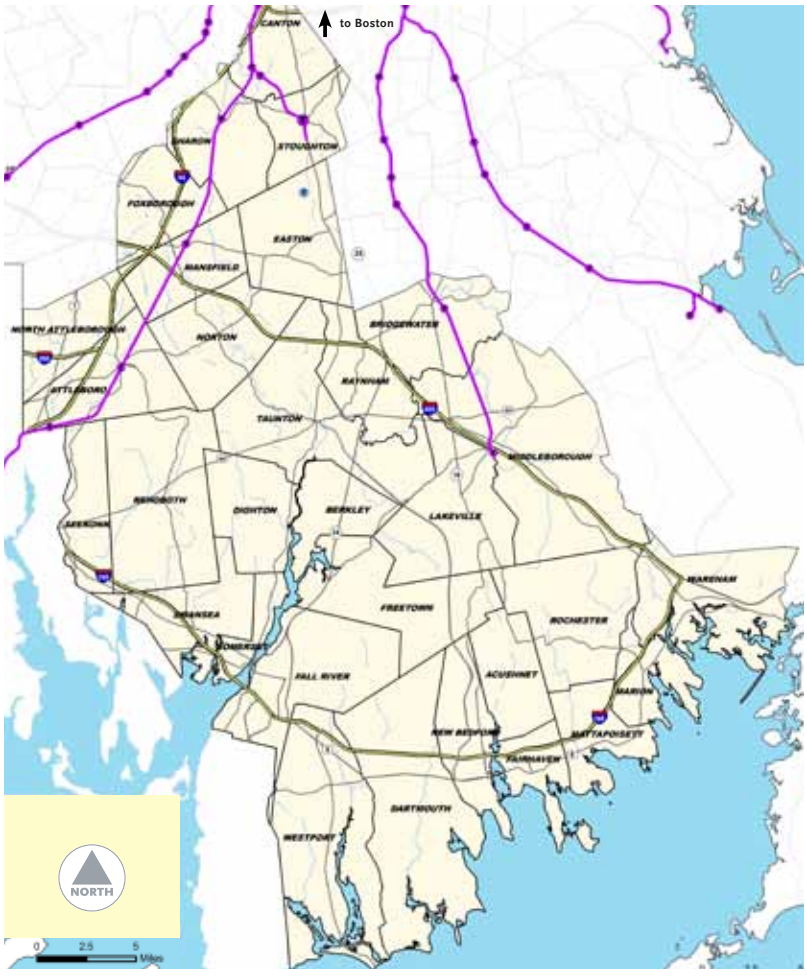


Figure 1-1: The South Coast Region

An environmental review currently under way will determine the route and mode for the South Coast Rail project. All routes under consideration connect the South Coast cities of New Bedford, Fall River and Taunton to Boston. Selection of the route is anticipated in fall of 2009. Construction is expected to begin in 2012 with service beginning in 2016.

South Coast Rail Economic Development and Land Use Corridor Plan—the "Corridor Plan"

The Corridor Plan is a joint initiative of the Executive Office of Transportation and Public Works (EOT) and the Executive Office of Housing and Economic Development (EOHED). It represents a commitment to plan for South Coast Rail related transportation improvements, economic development and land use in a coordinated way that will maximize the benefits of the South Coast Rail project to local communities, the region, and the state as a whole.

Corridor Plan Process

The Corridor Plan is the result of a collaboration between the 31 corridor communities, three regional planning agencies, the Southeastern Massachusetts Commuter Rail Task Force and multiple state agencies to analyze, identify and promote strategies that will unlock economic opportunity, stimulate investment and new revenues, shape growth to reduce sprawl, and at the same time preserve community character and environmentally sensitive lands.

The Corridor Plan process began in fall of 2007 and has involved the following:

- Meetings with the **Commuter Rail Task Force** to discuss regional preservation and development priorities, as well as policy ideas.
- Over 120 **meetings and workshops** in the **31 corridor communities** involving community participants and municipal officials representing a wide range of interests. Many of these meetings and workshops were facilitated by the three regional planning agencies, working with the communities and the Commuter Rail Task Force to define local and regional development and preservation priorities.
- **Station workshops** in eight municipalities, which helped to lay the groundwork for preliminary station area plans.
- **Technical assistance** to communities through the state, the Corridor Plan consultant team, and SRPEDD to assist municipalities with advancing smart growth land use policies.
- Coordination of efforts with the **South Coast Rail project team** and consultants.
- Coordination with state agencies and authorities through the **Interagency Corridor Team**, convened by EOT and EOHED. EOT and EOHED worked closely with the Executive Office of Energy and Environmental Affairs (EOEEA), the Executive Office for Administration and Finance (ANF), the Executive Office of Labor and Workforce Development (EOLWD), the Department of Housing and Community Development (DHCD), and the Massachusetts Bay Transportation Authority (MBTA), to identify state priorities and policy recommendations.

Who did what mapping?

- **Southeastern Regional Planning and Economic Development District (SRPEDD)** led efforts in Acushnet, Attleboro, Berkley, Dartmouth, Dighton, Fairhaven, Fall River, Freetown, Lakeville, Mansfield, Marion, Mattapoisett, Middleborough, New Bedford, North Attleborough, Norton, Raynham, Rehoboth, Rochester, Seekonk, Somerset, Swansea, Taunton, Wareham and Westport.
- **Old Colony Planning Council (OCPC)** led efforts in Bridgewater and Easton.
- **Metropolitan Area Planning Council (MAPC)** led efforts in Foxborough, Sharon and Canton.
- MAPC and OCPC worked collaboratively to lead mapping efforts in Stoughton.

SRPEDD working with the Town of Dartmouth to identify priority preservation and development areas.

Fall River's mayor welcomes community members to the station workshop.

Corridor Plan Goals: Encouraging Smart Growth

After World War II, American land use patterns began to change, with people moving out of urban centers to newer, suburban communities. The result was disinvestment in urban centers, abandonment of rail service, and the transformation of open land into low density, auto-dependent development that is sometimes called sprawl.

The characteristics of this type of development include highly segregated land use zoning patterns, fragmentation of land use powers among many localities, low-density residential and commercial settlement with widespread commercial strip development, auto-dependent transportation systems, and "leapfrog" (non-contiguous) development. Typically, there is also great fiscal disparity among localities.[1]

Two transformative societal changes have propelled smart growth to even greater prominence: demographic and market forces, and the growing challenge of climate change.

Over the last generation, the negative impacts of sprawl sparked interest in "smart growth." Smart growth focuses development where infrastructure exists, encouraging a mixture of uses, providing connected and walkable neighborhoods, preserving open space and environmentally sensitive areas, providing choice in transportation and housing opportunities, and encouraging compact design for a sense of place and resource-efficiency. As a matter of process, smart growth also emphasizes community participation combined with predictable, fair and cost-effective development decision making.[2]

Two transformative societal changes have propelled smart growth to even greater prominence: demographic and market forces, and the growing challenge of climate change. Market studies show that about one-third of households already want "smart growth" characteristics and, in many places, there is simply insufficient supply for the demand. As preferences change, the mismatch between the types of housing *available* in many communities and the types of housing *desired* will likely grow. Studies indicate that large-lot suburban houses are likely to be in oversupply by 2025.[3] Smart growth

1 "Sprawl Guide," Planning Commissioners Journal. http://www.plannersweb.com/sprawl/define.html.

2 "Smart Growth Online," Smart Growth Network web site, http://www.smartgrowth.org/about/default.

3 Arthur C. Nelson, "Preparing for the Next Building Boom," presentation, February 9, 2007, New Partners for Smart Growth Conference, www.mi.vt.edu/uploads/Nelson%20Smart%20Growth%20Conf%202-9-07.ppt ; also see Christopher B. Leinberger, "The Next Slum?" Atlantic Monthly (March 2008), www.theatlantic.com.

Commonwealth of Massachusetts Sustainable Development Principles

1. Concentrate Development and Mix Uses

Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.

2. Advance Equity

Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.

3. Make Efficient Decisions

Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.

4. Protect Land and Ecosystems

Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.

5. Use Natural Resources Wisely

Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.

6. Expand Housing Opportunities

Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.

7. Provide Transportation Choice

Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.

8. Increase Job and Business Opportunities

Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.

9. Promote Clean Energy

Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.

10. Plan Regionally

Support the development and implementation of local and regional, state and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the Commonwealth.

as a strategy for reducing greenhouse gases is also gaining importance. A recent study found that "when viewed in total, the evidence on land use and driving shows that compact development will reduce the need to drive between 20 and 40 percent, as compared with development on the outer suburban edge with isolated homes, workplaces and other destinations. It is realistic to assume a 30 percent cut in VMT (vehicle miles traveled) with compact development.[4]

In support of a smart growth approach to development, the Commonwealth has identified a set of Sustainable Development Principles to guide state policies and investments to support sound development and preservation of the natural environment. The Sustainable Development Principles are at the foundation of the Commonwealth's approach to developing the Corridor Plan.

State investments in passenger transit service to Boston, along with a state commitment to seamlessly coordinated land use and transportation planning, provide an opportunity for the state, the region and the local communities to partner in creative ways to advance these principles.

The Corridor Plan provides a blueprint for preserving critical environmental resources and directing growth to appropriate locations, and targeting public and private investment in ways that maximize benefits to the state, the region, and to the corridor communities.

How the Corridor Plan is Organized

This document is organized as follows:

Chapter 1: **Introduction**
Chapter 2: **South Coast Rail Alternatives**
Chapter 3: **Advancing Transit-Oriented Development in the South Coast—Lessons Learned from National Experience**
Chapter 4: **The South Coast Region Today**
Chapter 5: **Potential Economic Effects of South Coast Rail**
Chapter 6: **Elements of the Corridor Plan**
Chapter 7: **Implementation of the Corridor Plan**

The Corridor Plan seeks to:

- Advance the Commonwealth Sustainable Development Principles.
- Advance a robust effort to preserve critical environmental resources as the region's population grows.
- Optimize development around train stations.
- Target investment in places where infrastructure is already in place.
- Encourage collaborative land use planning across municipal boundaries.
- Provide supportive state policies and investments to cities and towns.

4 Reid Ewing, et al., *Growing Cooler: The Evidence on Urban Development and Climate Change*, (Washington, DC: 2007), available at www.smartgrowthamerica.org.

Chapter 2: South Coast Rail Alternatives

An environmental review currently under way will determine the route and mode for South Coast Rail transit service. All alternative routes connect the South Coast cities of New Bedford, Fall River and Taunton to Boston. Route and mode options currently under consideration are:

- **Via Attleboro**: Commuter rail service to Boston's South Station through use of the existing Attleboro alignment. Both electric and diesel commuter rail options are being considered.
- **Via Stoughton**: Commuter rail service to Boston's South Station through Stoughton with two possible routes through the City of Taunton: the standard route and the Whittenton variation, a branch that passes through the Whittenton section of the city. Both electric and diesel commuter rail options are being considered.
- **Rapid Bus**: Express service to South Station from multiple points in the region via dedicated bus lanes along Route 24 and portions of I-93.

Additional information on route and mode alternatives is available in the Environmental Notification Form (ENF), available at www.southcoastrail.com

Initial projections from the Central Transportation Planning Staff (CTPS) indicate that the Attleboro alternatives would serve up to 4,900 weekday riders by 2030, that the Stoughton alternatives would serve up to 4,700 weekday riders by 2030, and that the Rapid Bus alternative would serve approximately 3,400 weekday riders by 2030.

This ridership data was used to assess the potential effects of South Coast Rail on economic development, as described in Chapter 5 of this document. Impacts were modeled using TREDIS to estimate net new economic effects and IMPLAN to estimate multiplier effects. Background information on these models appears in Appendix G.

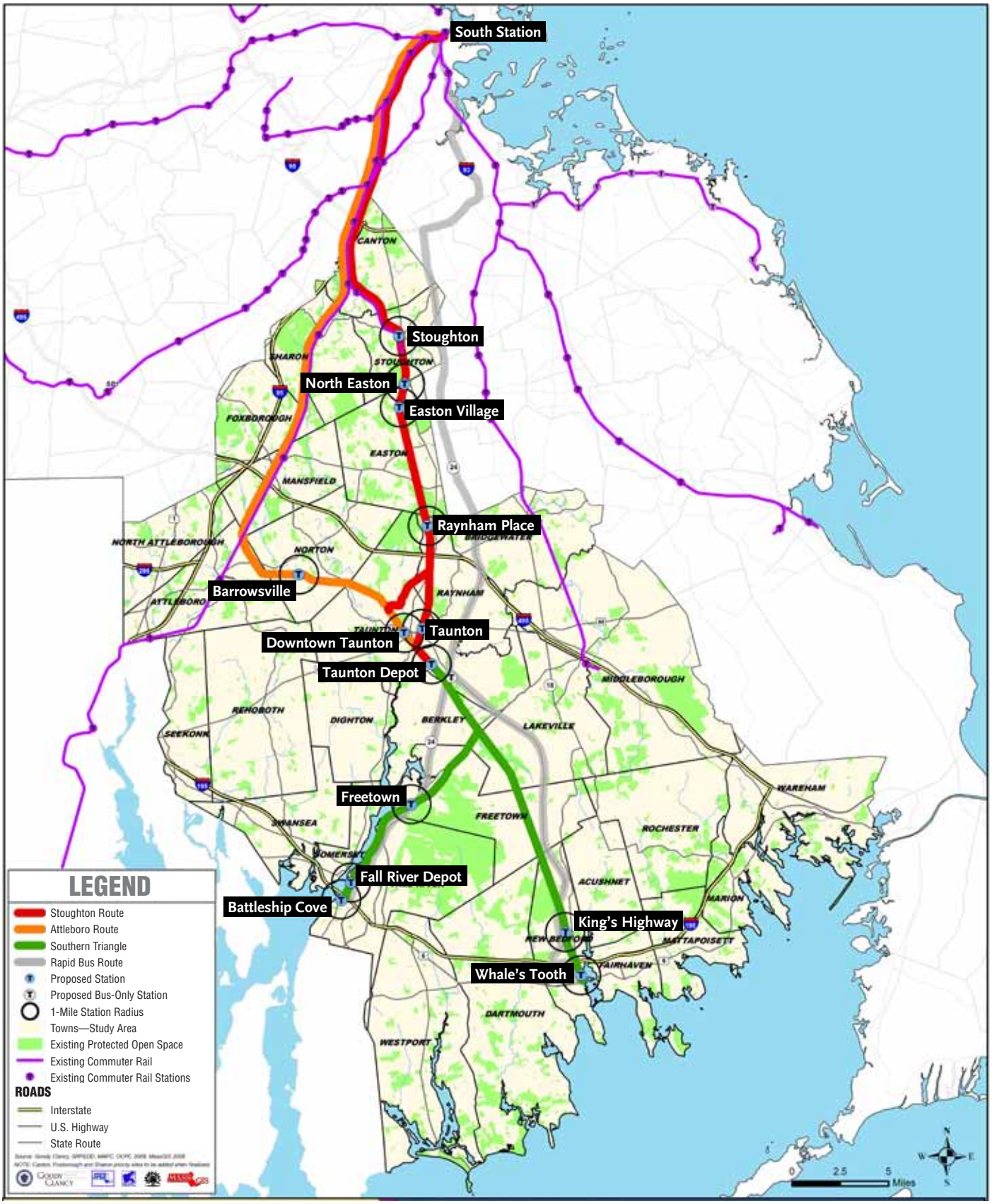
Proposed Stations

Technical and environmental analysis for the South Coast Rail project has involved evaluation of 50 possible rail station sites and 30 potential bus station locations. Currently, a total of 14 station locations in the region are under consideration.

The **Southern Triangle**—the track sections from Taunton south to Fall River and Taunton south to New Bedford—is common to all rail alternatives and includes six new stations:

- Battleship Cove (Fall River)
- Fall River Depot
- Freetown
- Whale's Tooth (New Bedford)
- King's Highway (New Bedford)
- Taunton Depot

Figure 2-1: South Coast Rail Route Alternatives



The **Attleboro route** between Taunton and Boston includes two new stations:

- Downtown Taunton
- Barrowsville (Norton)

The **Stoughton route** between Taunton and Boston includes five stations:

- Taunton[1]
- Raynham Place
- Easton Village
- North Easton
- Stoughton[2]

The **Rapid Bus alternative** includes six new stations:

- Fall River Depot
- Freetown
- Whale's Tooth (New Bedford)
- King's Highway (New Bedford)
- Downtown Taunton
- Galleria Station (Taunton)

Except for Galleria Station, all proposed Rapid Bus station locations are also identified as proposed rail stations in the Southern Triangle.

Serving Households and Jobs Through Station Locations

Proposed South Coast Rail stations are located in a variety of environments. Some are within or adjacent to downtowns, others lie in less-developed areas that may have the potential to accommodate significant new growth over time.

Today, there approximately 40,000 households and 55,000 jobs exist within about a mile of the proposed stations on each of the routes under consideration.[3] Roughly 70% of those households and 70% of those jobs are located in Fall River or New Bedford.

Projections of future development around station areas by 2030 are included within Chapter 6. Economic effects associated with future developments are summarized in Chapter 5.

Freight Rail and the South Coast Region

The South Coast region has a modest freight rail market, and some businesses do rely on freight service. EOT is developing a statewide freight rail plan that identifies opportunities for future freight service in the corridor. In general, this region is not expected to experience significant growth in freight for a variety of reasons. The South Coast Rail planning process has been coordinated with the state freight process and the commuter rail project will be designed in a way so as not to preclude future freight opportunities should they arise. Any future freight service would, of course, be required to undergo separate environmental review and permitting.

1. Analysis for the Stoughton alignment assumes Taunton Station. Under the Whittenton variation, Taunton Station would be replaced by Downtown Taunton.
2. Corridor Plan analysis for the Stoughton route includes Stoughton Station, an existing station that would no longer be a terminus and that would see an increase in service.
3. In several instances, stations are located less than one mile from one another.

Table 2-1: Households and Jobs Within One-Mile Radius of Stations

STATION	ROUTE ALTERNATIVE	HOUSEHOLDS* WITHIN 1-MILE RADIUS OF STATION	JOBS* WITHIN 1-MILE RADIUS OF STATION
Battleship Cove (Fall River)	Attleboro Stoughton	12,281	16,718
Fall River Depot	Attleboro Stoughton Rapid Bus	7,684	13,271
Freetown	Attleboro Stoughton Rapid Bus	833	111
Whale's Tooth (New Bedford)	Attleboro Stoughton Rapid Bus	10,107	13,106
King's Highway (New Bedford)	Attleboro Stoughton Rapid Bus	2,847	2,813
Taunton Depot	Stoughton Attleboro	1,522	2,364
Taunton[4]	Stoughton	4,779	10,425
Downtown Taunton[4]	Attleboro Rapid Bus	6,943	10,744
Galleria Station (Taunton)	Rapid Bus	N/A	N/A
Barrowsville (Norton)	Attleboro	N/A	N/A
Raynham Place	Stoughton	335	1,247
Easton Village	Stoughton	1,534	2,650
North Easton	Stoughton	1,036	1,499
Stoughton[5]	Stoughton	N/A	N/A

**Data from Claritas, 2006.*

[4] In the Whittenton variation of the Stoughton alignment, an alternative currently under consideration, Downtown Taunton station would replace Taunton station.

[5] Existing station.

Chapter 3: Advancing Transit-Oriented Development in The South Coast—Lessons Learned from National Experience

Transit-oriented development (TOD)—compact, generally mixed-use development at or near transit stops whose design encourages walking and transit use—can bring significant benefits to the communities and to regions in which such developments are located. Nationally, transit-oriented development has received significant attention over the last decade as communities and regions seek to optimize environmental, economic, and quality-of-life benefits produced by transit investments. Much of the national discussion and experience has focused on heavy rail and light rail systems, with less experience and attention paid to commuter rail and bus transit. Today, however, examples of recently developed and successful TODs around commuter rail stations can be seen in many locations across the U.S., among them New Jersey, the San Francisco Bay area, outside of Chicago, and here in Massachusetts.

In investigating the potential for transit-oriented development around future South Coast Rail stations, there are useful lessons to be learned from TOD initiatives both across the country and within the Commonwealth.

The Corridor Plan process included an extensive review of literature concerning transit-oriented development. The full literature review is included as Appendix F, and is available at www.southcoastrail.com. A summary of key findings that are directly relevant to the South Coast Rail project appears below.

Transit alone does not automatically result in concentrated transit-oriented development. Every case study consulted for this review made this eminently clear and the experience of Massachusetts communities that gained new commuter rail stations in the 1990s supports this conclusion. Successful transit-oriented development and realization of the economic and environmental benefits associated with it requires leadership, partnerships, commitment, and long-term planning. All public agencies and levels of government will need to collaborate to make this happen, and finding private-sector partners is essential. Transit systems that have been successful in creating significant transit-oriented development began planning, acquiring land, and making agreements well before the first train left the station.

Key public actions that can support TOD include:

- acquisition of land for TOD development
- disposition of existing publicly-owned land for TOD
- funding for site infrastructure or environmental remediation
- development of station area plans
- state grants and technical assistance to municipalities
- zoning changes to support TOD

Benefits of Transit-Oriented Development (TOD)

Neighborhood and downtown revitalization

Small cities and inner-core suburban communities—including local examples such as Haverhill and Lowell—have successfully used transit-oriented development as one piece of a multi-pronged strategy for supporting downtown revitalization.

Increased property values

Many studies find considerably higher rents and property values for both residential and commercial developments around transit stations.

New housing options

Transit-oriented developments, and particularly those around commuter rail stations, generally include a significant component of housing. TOD can offer an opportunity to provide higher-density housing options such as apartments, condos and townhouses that are attractive to young professionals and empty nesters in communities where those options have not traditionally been available. Compact housing options can contribute to the critical mass of residents needed to support downtown retail.

New commercial development

Transit can support commercial development by providing access to a large employment pool, as well as by creating a built-in customer base of transit patrons. Successful commercial development around transit stations ranges from small service-oriented businesses located in transit stations to major new mixed-use projects that include office, retail, and hotel and entertainment facilities.

Increased ridership and revenue for transit agencies

Mixed-use development—and particularly housing development—close to transit can help boost ridership, making it easy for workers to commute to jobs using transit rather than by automobile.

Mobility choices

People living near transit can often reduce the number of automobiles they own, and the associated costs of keeping those vehicles (e.g., insurance, operating costs, registration, parking).

Reduces driving, pollution, and greenhouse gas emissions

TODs cluster homes and destinations around transit, and locate housing within walkable distance of local services. This provides people with alternatives to automobile travel, and can thus reduce vehicle miles of travel. A recent study in California found that for households living, working, and shopping around transit stations, vehicle miles traveled can be reduced by 20% to 40%.[1] This can cut local pollution from cars, as well as curtail greenhouse gas emissions from the transportation sector.

[1] TCRP Research Results Digest No. 52, p.28.

Transit-oriented development is possible in urban centers, suburban areas, and even rural locations. New transit service in urban locations can help spark both new infill development and redevelopment in places where higher densities and a mix of uses are already the norm. TOD can also work in more suburban town centers. More rural communities can use new transit stations to cluster development, and to meet housing goals in areas that make sense.

Successful TOD depends on the creation of attractive *places*—not simply development projects—around transit stations. Success depends on achieving a high standard of design and development for buildings, streets and open spaces while typically including a mix of uses. Accomplishing this type of development on anything other than a small scale will require a capable development team with experience in comparable development projects.

Successful TOD requires supportive market conditions at both local and regional levels. A development market must exist at the station, corridor and regional levels. Access to commuter rail alone is not enough to make a site attractive to investors. Healthy economic conditions that support business growth and housing production more broadly are critical to supporting development and redevelopment in any location—and station areas must be competitive with other sites within the corridor and region.

Transit agencies are critical to realizing TOD opportunities. Successful TOD is occurring principally where transit agency policies place particular emphasis on advancing development next to transit. Transit agencies have played a pivotal role in many of the nation's most successful TOD initiatives, typically through a program of disposition of publicly-owned land.

Municipal leadership and commitment are essential to successful TOD. Municipal plans and regulations such as supportive TOD zoning and a predictable and timely permitting process are essential starting points. Development of a station-area plan that has strong community support can also be important to attracting a capable development partner. Local actions that make sites more development-ready include public site acquisition, land assembly, public financing and infrastructure development. There is little evidence of TOD success where communities simply waited for desired development to arrive. Municipalities need to be active leaders and the state an active partner to attract development to stations.

There is little evidence of TOD success where communities simply waited for desired development to arrive. Municipalities need to be active leaders and the state an active partner to attract development to stations.

Transit-oriented development will redistribute business-as-usual growth. TOD can change development patterns within an area. TOD can concentrate residential and commercial development around stations, but some of this growth is likely to have relocated from elsewhere in the state or region. This redistribution of development can fulfill smart growth goals related to compact development.

Chapter 4: The South Coast Region Today

The South Coast is a region of tremendous natural assets, high quality of life, and relatively affordable housing. The region is known for its seacoast and estuaries, its cranberry ponds and rural landscapes, and for its historic centers. The region's cities and towns have played prominent roles in the nation's economic and cultural development. In recent years, Southeastern Massachusetts has faced a complicated, interrelated series of threats: loss of green space, struggling cities, congested highways, and sprawling development.

New Bedford

Marion

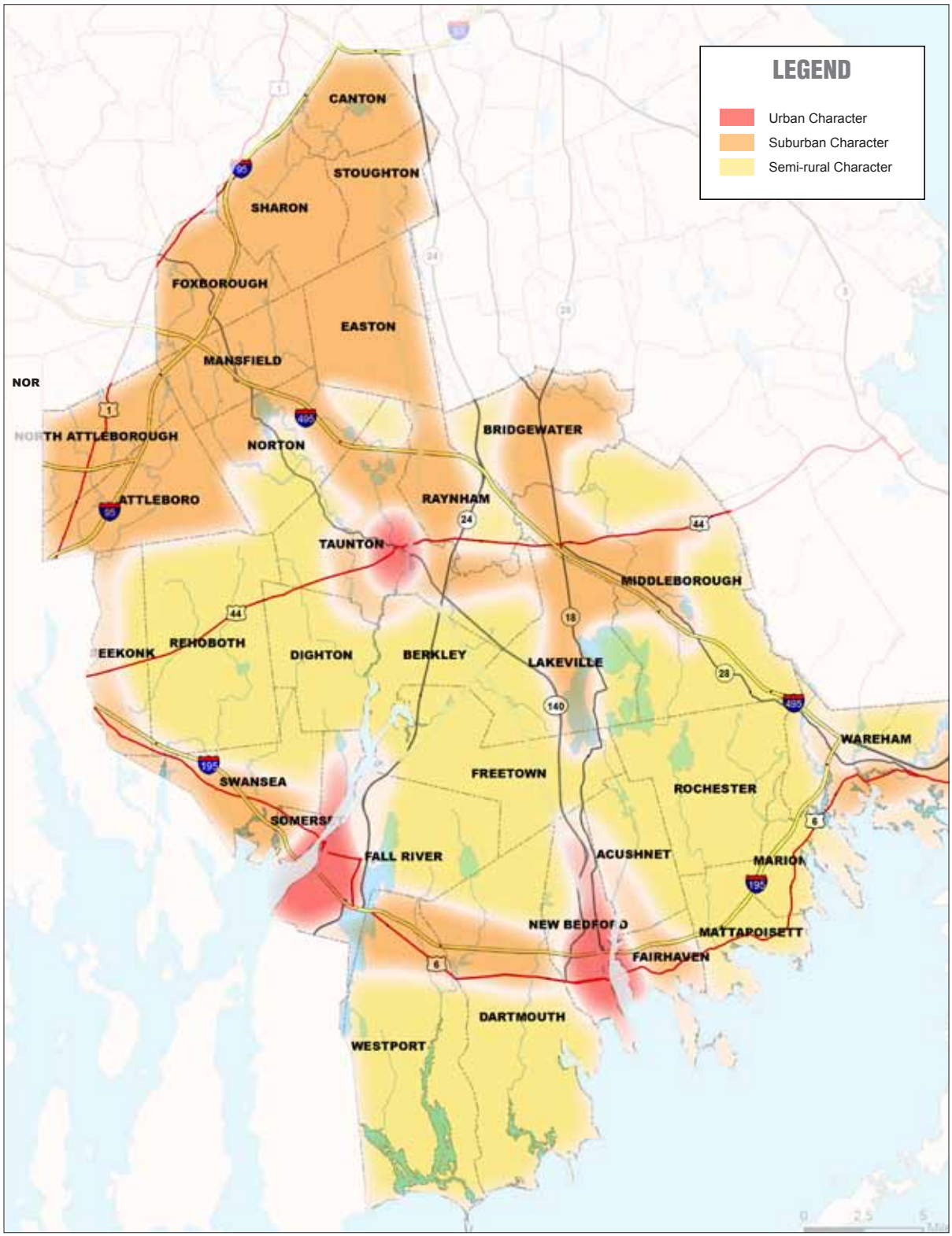
Development of the Corridor Plan included a detailed assessment of current conditions and trends in land use and economic development within the South Coast region. This chapter of the Corridor Plan provides a brief overview of that assessment, which appears in full in Appendix E and at www.southcoastrail.com.

A Growing Region

The South Coast region's 2006 population was estimated at 723,400. The corridor's 31 communities are a diverse group, ranging from mature suburbs to historic cities to semirural towns.

The northern part of the region generally consists of mature suburban communities with strong transportation links to Boston. These communities saw growth accelerate during the 1990s and 2000s as residents and businesses sought less costly real estate than was available closer to Boston. In the southern part of the region, along the coast, the dynamics of growth have differed somewhat. Remote from the strong Boston market, the historic cities of Fall River and New Bedford have been affected by nearly a century of industrial disinvestment, while migration of population from the cities continues. Development

Figure 4-1: Community Types



in adjacent communities has been mostly residential, with some industrial parks, plus office and retail in small nodes and strip centers largely serving the local population. Between the northern and southern segments of the region are semirural communities that have recently begun to experience rapid growth.

The region has grown at a faster rate than the Commonwealth as a whole. Between 1990 and 2006, the region experienced a 10.3% increase in population, compared to 6.9% for all of Massachusetts. In absolute terms, the most significant population growth occurred in communities close to the I-95/I-495 interchange in the northern part of the region: Attleboro, Mansfield, Norton and Taunton. In percentage terms, semirural communities located in the middle of the

Figure 4-2: 2006 Estimated Population

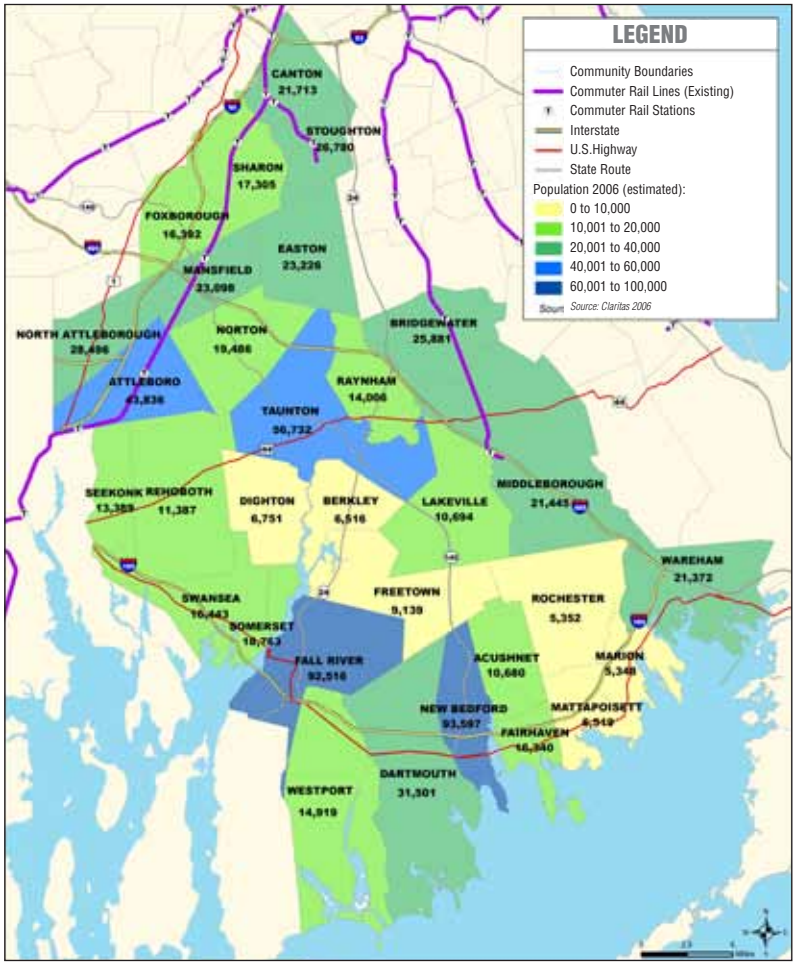
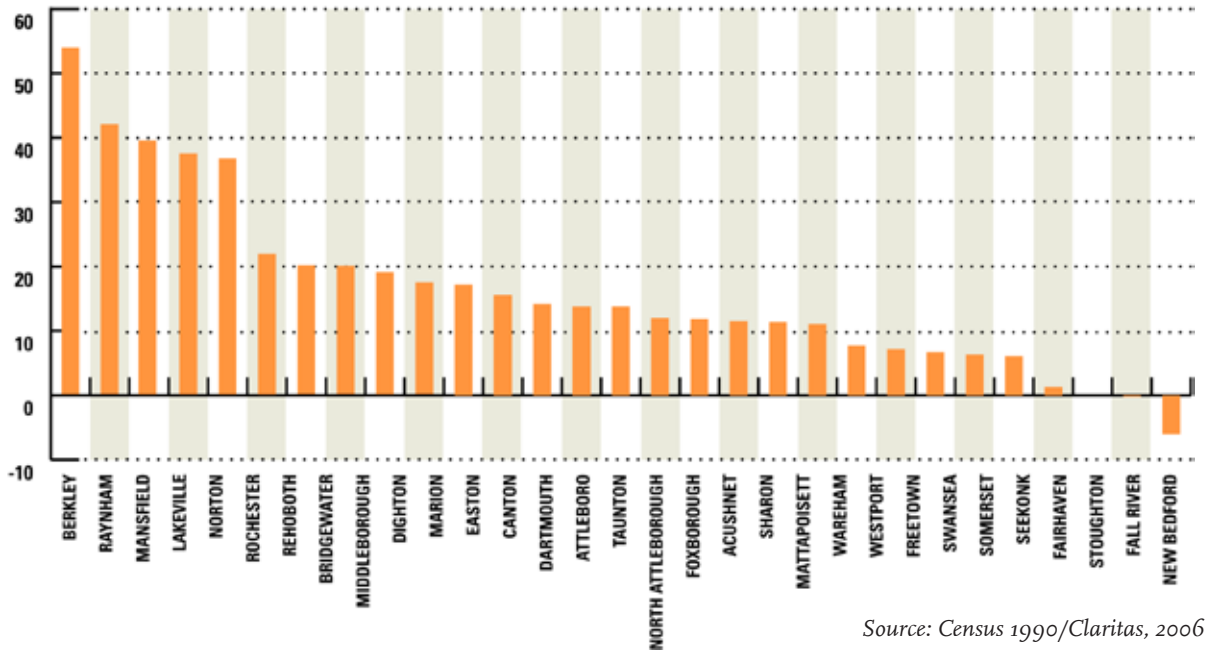


Figure 4-3: Percent Change in Population by Community, 1990-2006



Source: Census 1990/Claritas, 2006

region including Berkley, Dighton, Rochester, and Rehoboth experienced the most dramatic growth. In contrast, Fall River and New Bedford both saw a decline in population. Population within the region is projected to continue to climb and exceed 900,000 persons by 2030.

Recent population growth has not been matched by a growth in jobs, fueling a demand for better access to the stronger metro Boston business and institutional economy and labor market.

Land development has ocurred at 2.5 times the rate of population growth.

The South Coast Rail project and this Corridor Plan are intended to create a framework that enables the region to address these threats, through partnerships and collaboration at the state, regional and local levels.

Land Use Trends

A 1998 study undertaken by the South Coast's regional planning agencies found that more land had been developed in the South Coast region since 1960 than in the previous 340 years and that land development was occurring at 2.5 times the rate of population growth.[1] Consistent with national trends, between 1970 and 2000, the average household size in the South Coast dropped 20% from over 3 persons per household to 2.5. Consequently, population growth is accompanied by a higher growth rate in household formation, influencing the demand for new housing within the region. In recent years, southeastern Massachusetts communities have led the state in the rate of conversion of forest and agricultural land to residential development; and in the number of permits issued for single-family homes.[2]

Land Development

Across the region, development occupies land that was once open space or used for agricultural activities. Primarily, this land has been developed to create new housing, and much of this housing comprises single-family homes on large lots. While small clusters of more compact housing can be found throughout the region, particularly in the four cities and some of the suburban communities in the north, the dominant pattern of residential development in southeastern Massachusetts is highly dispersed.

The pattern of low-density, dispersed residential development is paralleled by development patterns for shopping centers, offices, and other non-residential uses. In some communities, limited water and/or sewer capacity has required the dispersal of new development across large areas, rather than its concentration in more defined areas. In addition, communities have typically zoned in ways that require offices and stores to be located separately from residences.

Non-residential development has been designed for easy access by cars, with ample parking and generally with little attention to making these areas accessible or welcoming for those who choose to arrive on foot or by bike. For residents of the South Coast, walking between one's home and one's workplace, shopping destinations, or recreation areas is rarely a convenient or feasible option. Many South Coast communities have walkable, historic town or city centers, but beyond these core areas, getting around by means other than a car is difficult, as public transportation service is limited because of the low density and dispersion of development.

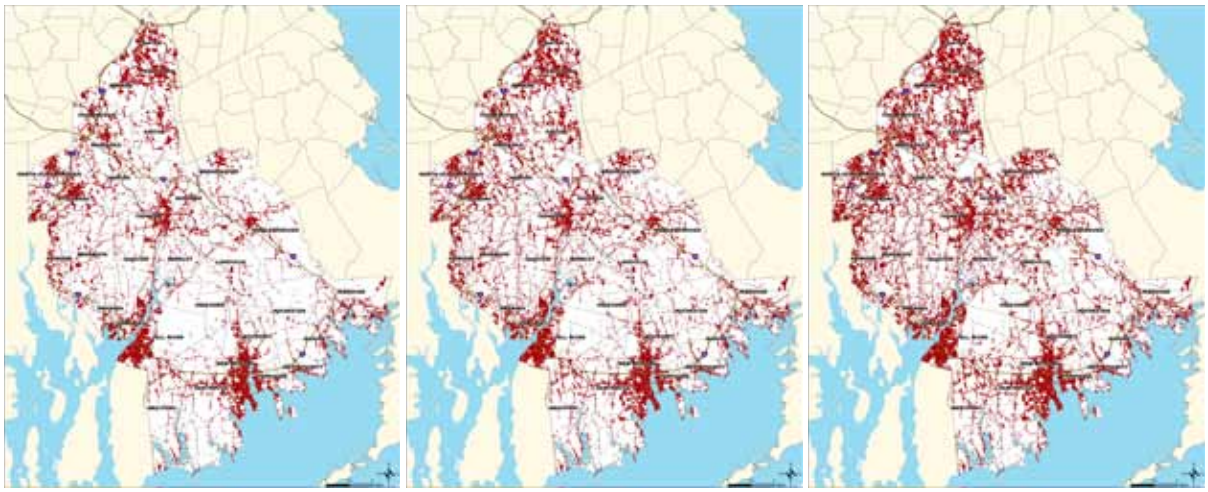
National studies reveal that approximately 30% of households express a preference for homes that offer a walkable, more compact environment, comparable to older neighborhoods or urban districts. An even higher percentage of households would consider moving into this type of place.[3] Transit access can

[1] MAPC, OCPC, SRPEDD et al., *Vision 2020: An Agenda for the Future*, 1998.

[2] Kevin Breunig, *Losing Ground: At What Cost? Changes in Land Use and Their Impact on Habitat, Biodiversity, and Ecosystem Services in Massachusetts* (MassAudubon, November 2003), pp. 5, 6, 9, 10, www.massaudubon.org/losingground; Mark Muro, et al., *Reconnecting Massachusetts Gateway Cities: Lessons Learned and an Agenda for Renewal* (Boston: MassInc and the Brookings Institution Metropolitan Policy Program), p 27.

[3] Leinberger, Christopher B. *The Option of Urbanism: Investing in a New American Dream*. Washington, DC: Island Press, 2008. p 92-101.

Figure 4-4: Development in the Corridor, 1971, 1985, 1999.



further enhance the attractiveness of these types of places. Downtown revitalization efforts that have been successful or are under way in several of the region's historic city or town centers reflect the appeal of this trend. Yet new development that reflects this model is not widely available today as a choice to most residents of South Coast communities.

Several South Coast communities have advanced or are exploring zoning changes that would open the door to walkable neighborhoods in appropriate areas. Communities in the northern and southern portions of the region have adopted such tools as 43D Districts, 40R Districts, and mixed-use and/or transit-oriented development zoning districts.

National studies show that approximately 30% of households express a preference for homes in places that offer a walkable, more compact environment.

Other communities have put regulations in place, but have seen little developer interest in investing in this type of development. Still other communities continue to struggle with how they might accommodate denser development in ways that strengthen rather than diminish the character of the community. To be successful, development will need to be located, planned and designed in areas where it can attract market support. And the public infrastructure needed to support compact development will need to be in place—including water, sewer and roads.

Land Conservation

Dispersed, low-density development has generated growing concern about loss of open space and agricultural land. The natural beauty of the South Coast is one of its principal assets, which is likely why the region is one of the fastest-growing in the state. South Coast communities place great value in their open space. Some communities in the region, Westport and Middleborough, for example, treasure the agricultural way of life and rural character that have traditionally defined them, and are committed to preserving this sense of identity. The South Coast includes critical habitat areas that provide homes

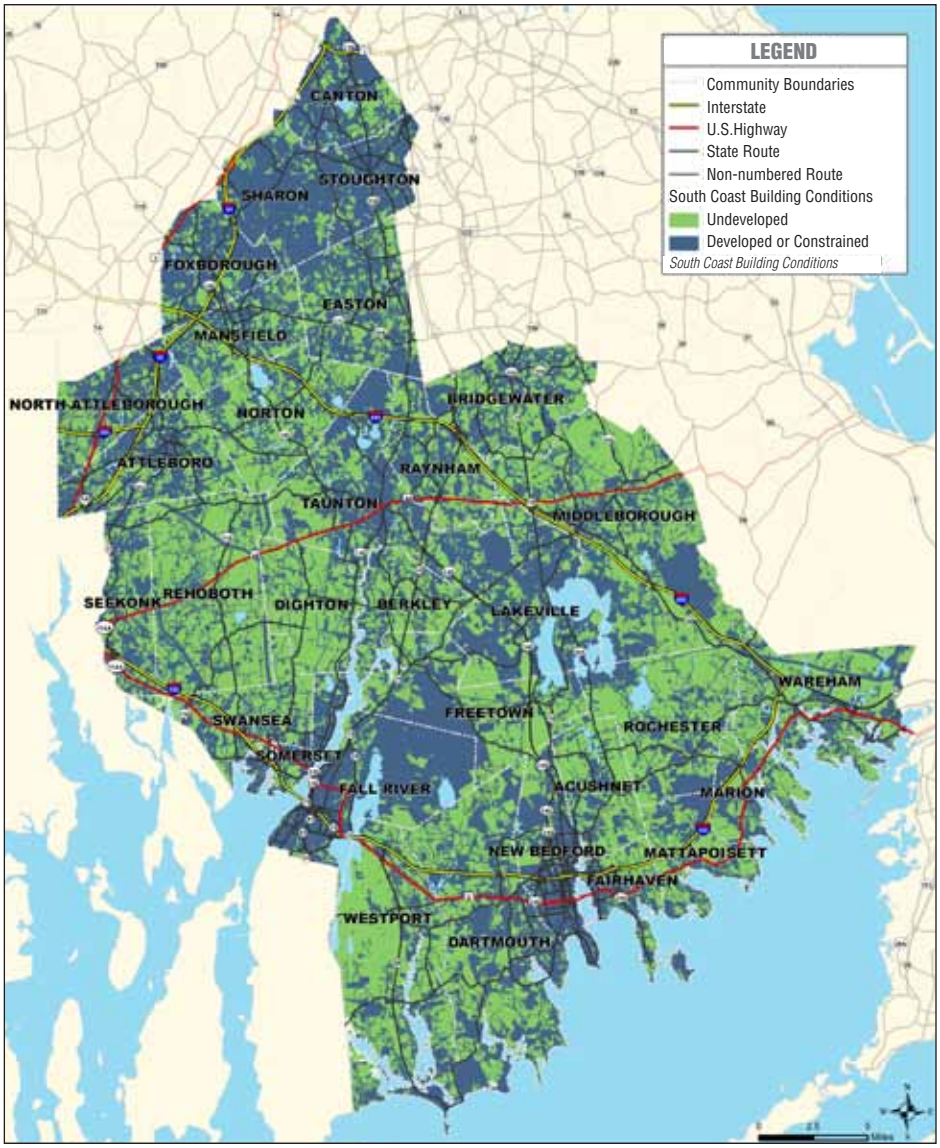
Agricultural land, Westport

to a variety of species. Loss and fragmentation of habitat areas is a key issue.

Much of the region's undeveloped land, however, is not permanently protected as open space. Although many South Coast communities are likely to see growth in the coming years, the tools that communities have in place to preserve priority open spaces vary widely. Some communities make active use of conservation tools, such as land trusts, conservation easements, Community Preservation Act funds, the Agricultural Preservation Restriction (APR) Program, the Chapter 61 tax-abatement program, wetlands bylaws, and more. Semirural mid-region communities—those that are perhaps most vulnerable to dispersed, low-density development—have used these conservation tools less than their neighbors.

Several groups within the region have a strong interest in planning for land conservation across municipal boundaries in order to prioritize protection of the most significant resources, to create a cohesive network of preserved land, and to avoid habitat fragmentation.

Figure 4-5: South Coast Developed and Undeveloped Land



Economic Trends

Job and income growth in the South Coast region has been uneven. As a recent study notes, Massachusetts' economic success since the 1970s has been highly concentrated in 75 cities and suburban towns of Greater Boston and is increasingly based on knowledge sector industries requiring high levels of education. "The Boston knowledge core now contains 50 percent of [the Commonwealth's] jobs, 52 percent of its college graduates, 60 percent of its payroll, 60 percent of its high-tech firms, and about 70 percent of its knowledge-industry employment." [5]

[4] Muro, p 18.

Figure 4-6: South Coast Zoning

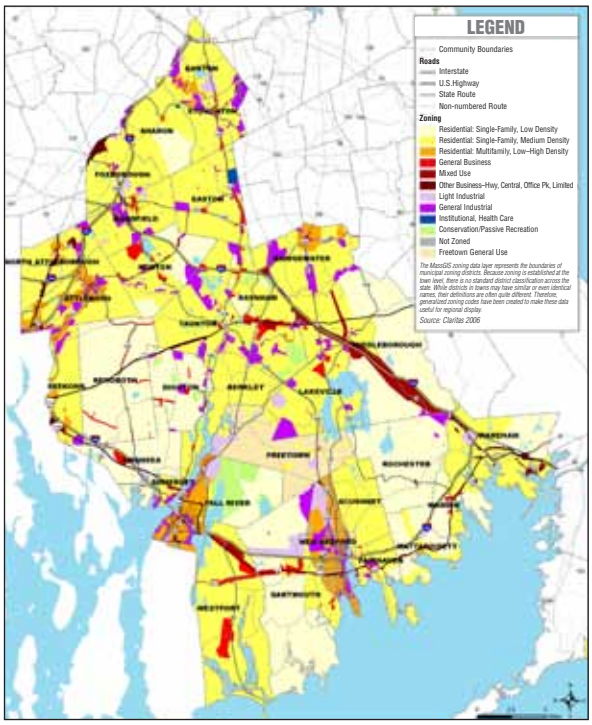
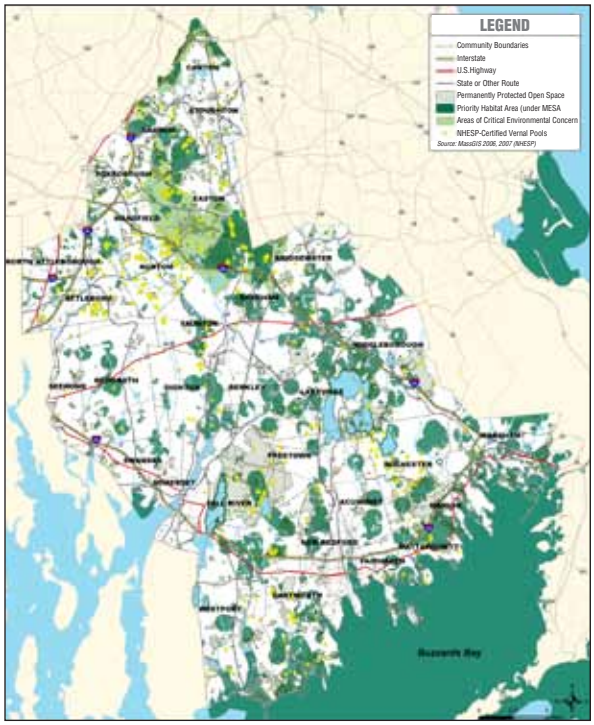


Figure 4-7: Habitat Resources



As these maps show, the South Coast region contains a significant amount of critical habitat (light and dark green, Figure 4-7), much of which is undeveloped now, but zoned for low-density housing (light yellow, Figure 4-6).

Communities in the northern portion of the South Coast region have benefited from proximity to the Boston knowledge/job core and access to commuter rail. Incomes, education levels and property values within communities such as Sharon, Canton and Foxborough exceed state averages.[6] Communities in the middle and southern portions of the region, however, have not shared proportionately in job or income growth occurring within the state and region. This is particularly evident in the South Coast cities of Fall River, New Bedford and Taunton, and is reflected in statistics for the region overall.

In spite of population growth within the South Coast, growth in jobs and incomes for the region as a whole has been modest. Between 1976 and 2000, job growth in the South Coast region lagged behind Massachusetts, which in turn lagged behind the United States. Median per capita and household income levels are below the state averages—particularly in Fall River, New Bedford and Taunton.[7]

Since 1976, the Corridor experienced a decline in manufacturing of more than 50%. The manufacturing sector, however, remains an important sector for the South Coast's economy—more so than for the Commonwealth or the country overall. Jobs in construction, retail, wholesale, trade and services have somewhat offset the decline in manufacturing jobs.[8]

Other sectors, while showing limited growth or even declines in employment, have grown in productivity. Business output in internet and data processing services, for instance, increased by over 150% between 2001 and 2006, though employment increases were much more modest—roughly 10%.[9]

However, the region as a whole—and especially its middle and southern portions—has attracted relatively lower concentrations of growing industries, particularly those in higher paying professional fields and within the knowledge sector.

6 Claritas, 2006.
7 Claritas, 2006.
8 Regional Economic Information System, Bureaus of Economic Analysis, U.S. Department of Commerce. Calculation by EDR Group.
9 Data sets from U.S. Department of Commerce, Labor, and Agriculture organized and presented by Minnesota IMPLAN Group. Calculations by EDR Group.

Relative Competitiveness

The South Coast region offers some competitive advantages to businesses that locate within it. Relative to other areas of Massachusetts, the costs of labor, land, energy and housing in the region are lower. However, education and skill levels remain a barrier to attracting growth industries to the region. A mismatch between occupation and skill levels of many corridor residents and those occupations and skill levels demanded by high-growth sectors within the Commonwealth and the country as a whole has been a barrier to economic growth within the region.

High school completion rates and percentages of those with bachelors degrees or higher are below that of the state as a whole. Formal education levels in Fall River and New Bedford are particularly low—roughly a third of the averages for the Commonwealth.[10]

In consequence, the South Coast has not participated fully in the state's dynamic knowledge-sector growth, and unemployment rates have been higher than statewide averages.

Property Values

Given lower household incomes and fewer higher-paying job opportunities, real estate prices are consistently below statewide averages. Median housing values in the region are lower than statewide averages. Per-capita property tax receipts in New Bedford, Fall River, and Taunton rank among the lowest in Massachusetts.[11]

Access to Economic Opportunity

Traffic and commuting data serve as indicators of the corridor's growing population combined with lagging job growth. Traffic on I-95, I-495, and Route 24 more than doubled between 1984 and 2004, with an increase of 208% on Route 24 and nearly that much on I-495. In 2000, almost twice as many people commuted outside the SRPEDD region as entered the region to work, and the average commuting time to work increased by 23% over the course of the 1990s.

Lack of convenient and affordable access for residents to education and higher-paying job opportunities in the Boston job core has presented an economic barrier for communities in the southern portion of the South Coast region. It has also proved a barrier to attracting knowledge-sector jobs and firms within the South Coast region, given the benefit that employers enjoy when they have easy access to clients and partner companies.

Regional Goals

The following represent the core land use and economic goals for the region today:

- Strengthen linkages between the region and the Boston metro economic engine.
- Define areas within the region that have the potential to support more compact development—and provide the necessary infrastructure or zoning in place to foster this type of development.
- Define priorities for land protection and conservation on a regional basis and develop an action plan to advance implementation.
- Support local efforts to implement smart growth regulations.
- Optimize access to South Coast Rail for regional residents and businesses, with a particular focus on promoting compact transit-oriented development around stations.

[10] Claritas, 2006.
[11] Claritas, 2006.

Chapter 5: Potential Economic Effects of South Coast Rail

To assess the potential economic effects of commuter rail the economic consulting firms involved in preparing this report have:

- conducted an extensive review of the relevant literature and case studies reporting effects of commuter rail and transit investments on economic and real estate development;
- analyzed economic and real estate conditions and trends, both regionally and in Corridor communities, and reviewed the relevant reports of state, regional, and local agencies;
- evaluated the effects of changes in accessibility (travel times) and mobility (mode choice) on the behavior of labor and firms;
- applied standard economic modeling techniques to assess the total direct, indirect, and induced economic effects of one-time construction expenditures and long-term economic changes, and;
- examined development potential within the vicinity of prospective transit stations.

The following sections of the report summarize the results of this work. They include **Economic Development Context,** which describes economic conditions, issues and goals for economic development; **Potential Effects on Business and Job Development,** which addresses the long-term effects of accessibility and mobility changes attributable to commuter rail on business sales, jobs, household income, and taxes; **Economic Effects of Construction Expenditures,** which notes the one-time economic benefits to Massachusetts resulting from the purchases of labor and materials to build the project; and **Potential for Station Area Development,** which estimates the amount and type of development that could take place near commuter rail stations over time.

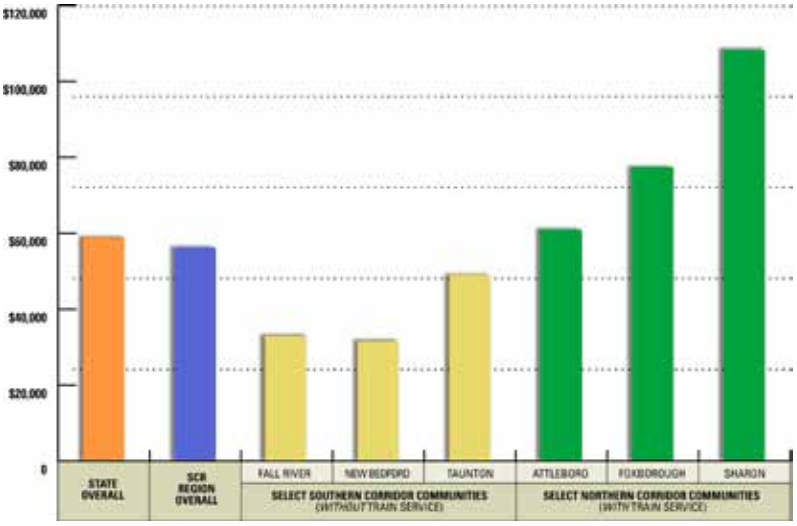
The extent to which commuter rail can help promote and support concentrated development near rail stations located in urbanized areas is a primary economic development objective of the South Coast Rail project.

Economic Development Context

The 31 communities within the South Coast Rail (SCR) Region now hold about 740,000 people and 380,000 jobs. Over the past 20 years population has grown at a rate exceeding that of the state overall, and growth forecast within the region over the next 20 years is expected to compare favorably with the rate for Massachusetts as a whole.

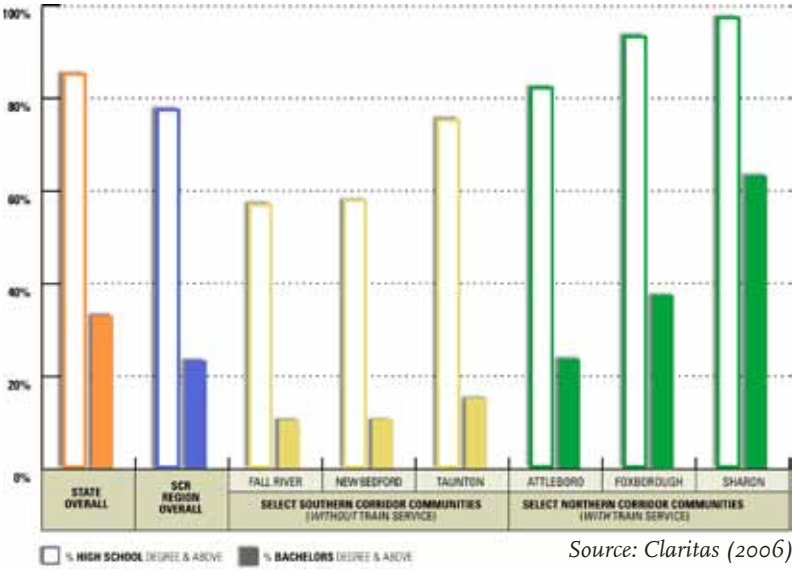
A principal difference, however, between the South Coast region and the state is that median household and per capita incomes have historically not kept pace with gains statewide (Figure 5-1), and levels of formal education are well below the statewide averages (Figure 5-2). These distinctions in income and educational attainment are especially apparent in the region's core cities of Fall River, New Bedford, and Taunton.

Figure 5-1: Median Household Incomes



Source: Claritas (2006)

Figure 5-2: Education



Source: Claritas (2006)

of household income and fewer higher-paying job opportunities, real estate prices consistently fall below statewide averages (Figure 5-3). The core cities in the region have among the lowest per-capita property tax receipts in Massachusetts (Figure 5-4).

While commuter rail already serves several communities in the Corridor, those most needing improved economic opportunities—particularly Fall River and New Bedford—do not have service. These cities, regional planning agencies, and the private sector are pursuing strategies to help retain and expand existing businesses, attract additional high-growth industries, and provide more and better employment opportunities through job training and improved levels of formal education. Economic development professionals as well as business owners and investors have for years also considered how and to what extent improving inter-regional and inter-city access via commuter rail could help achieve economic development objectives.

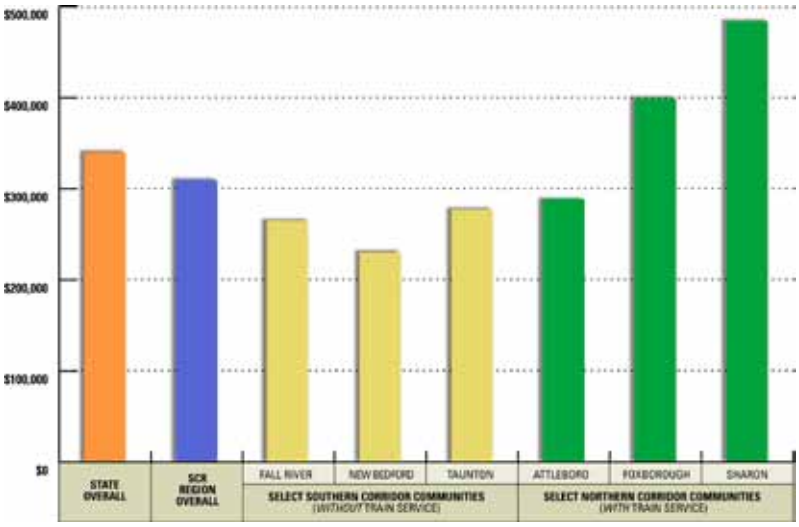
The South Coast region has experienced higher unemployment rates than statewide averages, partly due to the region's relatively lower concentration of growing industries and a smaller pool of residents with occupational skills suited to those growth industries. Economic development agencies have noted that employers needing higher levels of education in the workforce have been slow to locate in the southern portion of the region, in spite of favorable land and housing costs. With lower levels

In addition to business and workforce initiatives, the development of the older built-up areas of the South Coast is considered essential to long-term regional economic development. The core cities have not shared proportionately in regional growth over the past several decades. Not only could such development generate new tax revenues and broaden living choices in the cities, but it would also help protect one of the region's economic development attributes—attractive active and

passive recreational opportunities and open space. These are "quality of life" factors that have become increasingly important in both business and household-location decisions. The extent to which commuter rail can help promote and support concentrated development near rail stations in urbanized areas is a primary economic development objective of the South Coast Rail project.

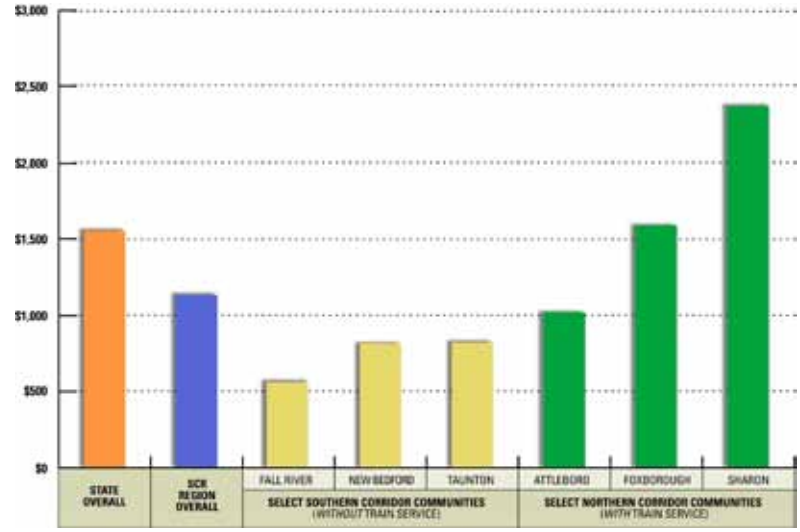
Improving access and economic opportunities in the South Coast region has broader regional and statewide implications. Businesses in the Boston-Cambridge area, for example, will benefit from better access to the regional labor force, which could improve their productivity and sales. Commuters and freight shippers benefit by the reduction in travel times and costs realized when autos are removed from peak-hour traffic. The potential effects of establishing commuter rail service to the South Coast will be more widespread than benefits just to the core cities or even the region as a whole.

Figure 5-3: Median Housing Values, 2006



Source: Claritas (2006)

Figure 5-4: Per Capita Property Tax Receipts (All) 2006



Source: Claritas (2006)

Potential Effects on Business and Job Development

South Coast rail alternatives will improve accessibility and mobility in the South Coast region, and these improvements are expected to stimulate additional business sales, jobs, household income, and state and local taxes beyond that forecast in the absence of such improvements. The economic effects of transportation improvements are primarily attributable to a) out-of-pocket savings in travel costs; b) increased accessibility for individuals to jobs; and c) gains in business and labor productivity.[1] Table 5-1 shows a range of projected increases in total direct, indirect, and induced business output, jobs, and household income attributable to the Stoughton and Attleboro commuter rail alternatives.[2] The data in the table represent a snapshot for the project's design year (2030). These are permanent changes above the annual output, jobs, and household income that would occur without commuter rail and represent *net new* economic gains to the Commonwealth of Massachusetts. These economic changes are expected to be realized incrementally between completion of the project and the 2030 project design year. Economic benefits may increase in years subsequent to 2030.

In addition to the economic effects described above, the rail alternatives are projected to generate between $16 and $18 million in *net new* state taxes each year by 2030 ($2007) and $8.5 to $9.5 million each year in net new local business property taxes. See also Table 5-2 for an assessment of the real estate value and taxes that would result from clustering of jobs and homes around stations. Economic effects and state tax revenues from the Rapid Bus alternative were also evaluated and are estimated to be about 60% of those projected for the rail alternatives.

The job gains shown for the rail alternatives would increase employment in the region by about 5% over the job growth projected by 2030 without commuter rail. About one fourth (23%) of the projected increase in jobs attributable to rail alternatives is expected to be in professional, scientific, design and technical industries (NAICS 54) and includes many jobs classified as part of the "creative economy."[3] These industries now constitute about 5% of jobs and firms in the South Coast region compared to 10% statewide, and this sector has historically been one of the fastest-growing nationally and statewide, with average annual wages over $70,000 per year.

Professional firms are expected to benefit from commuter rail and therefore find the South Coast region more attractive than in the past, because connections to the large concentration of such firms, related educational institutions, and labor

Table 5-1: Economic Effects in 2030 of South Coast Rail (SCR) Rail Alternatives ($2007)

GEOGRAPHIC AREA	BUSINESS OUTPUT	JOBS	HOUSEHOLD INCOME
SCR 21 (Taunton and communities south)*	$205–228 million	1,800–2,000	$66–74 million
SCR 10 (Northern tier communities)*	$63–67 million	500–540	$21–23 million
Boston-Cambridge	$140–149 million	730–790	$47–50 million
Rest of MA	$40–43 million	450–490	$12–13 million
TOTAL ALL AREAS	**$448–487 million**	**3,500–3,800**	**$146–160 million**

* ***SCR 21*** *communities are Acushnet, Berkley, Dartmouth, Dighton, Fairhaven, Fall River, Freetown, Lakeville, Marion, Mattapoisett, Middleborough, New Bedford, Raynham, Rehoboth, Rochester, Seekonk, Somerset, Swansea, Taunton, Wareham, Westport*

* ***SCR 10*** *communities are Attleboro, Bridgewater, Canton, Easton, Foxborough, Mansfield, North Attleborough, Norton, Sharon, Stoughton*

[1] For a discussion of the technical methods used in this analysis see Appendix G.

[2] Indirect effects are the sales and labor changes brought about in industries that supply those directly affected; induced effects are the spending of labor employed by the firms that are affected both directly and indirectly.

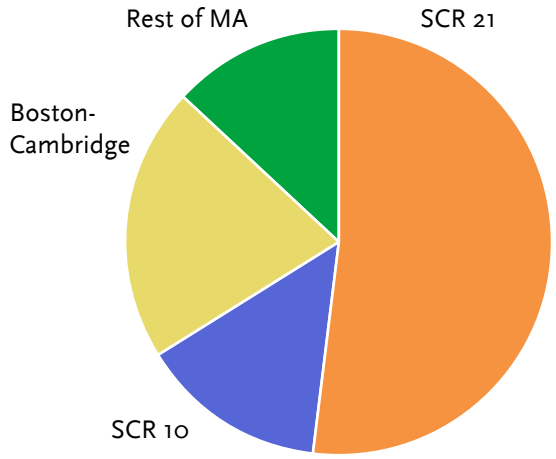
[3] Firms in NAICS 54 include architects, graphic designers and photographers, advertising agencies, computer systems designers, management consultants, engineers, lawyers, accountants, and scientific research and development services.

in the Boston area are important to this sector. Commuter rail offers a reliable, cost-effective and convenient service compared to auto or bus use for many professionals. Even where daily commutes are not involved, meeting schedules cost-effectively for business and professional trips from South Coast communities to Boston is now difficult because of the variability of peak hour commuting times.

Professional firms are expected to benefit from commuter rail, and therefore find the South Coast region more attractive than in the past, because connections to the larger concentration of such firms, related educational institutions and labor in the Boston area are important to this sector. Commuter rail offers a reliable, cost-effective and convenient service compared to auto or bus use.

As shown by data in Table 5-1 and the graph in Figure 5-5, more than half of the economic gains attributable to commuter rail alternatives are expected to accrue within the "SCR 21" communities—including Fall River, New Bedford, Taunton and surrounding communities in the southern tier of the corridor.

Figure 5-5: Geographic Distribution of New Jobs



Economic Effects of Construction Expenditures

Construction of commuter rail will generate jobs, business sales, and household income as a one-time economic effect of the project. Preliminary estimates of construction costs suggest that the total direct, indirect and induced economic effects within the Commonwealth of Massachusetts of the rail alternatives would include about $1.4 billion to $1.8 billion in business output, which in turn would generate 6,800–7,800 person-year jobs, and $314–$360 million in household income. Construction impacts of the Rapid Bus alternative would amount to 20%–30% of the rail options, which is consistent with the scale of this alternative's construction budget relative to rail alternatives.[4]

Potential for Station-Area Development

The team preparing this report worked with the regional planning agencies to develop an assessment of development potential near proposed rail stations, as described elsewhere in the Corridor Plan document. The approach considered the availability of developable land around proposed stations; the location and land area required for parking to serve commuter rail; compatibility with existing land uses; community goals and objectives for development; market opportunities and constraints; findings from the literature, case studies, and experience of the project team with comparable transit-oriented developments; and other factors such as proximity to major roadways and physical site constraints. The geographic area considered as "near" rail stations includes land and buildings within approximately one mile of the proposed station.

[4] Preliminary construction estimates provided by Vanasse Hangen Brustlin, Inc. Economic impacts of construction were calculated through the IMPLAN modeling system for total statewide impacts.

Table 5-2: Estimated Growth Near SCR Commuter Rail Stations by 2030

Residential Development	6,500–8,700 units
Commercial Development	5.0–5.3 million square feet
Employment	10,600–11,500 jobs
Value of Real Estate ($2007)	$2.9–3.6 billion
Local Property Taxes ($2007)	$62–77 million

Table 5-2 shows estimated new development between 2010 and 2030 within the vicinity of proposed commuter rail stations for the Attleboro and Stoughton alternatives. Both residential and commercial totals include:

- growth already forecast by the regional planning agencies within these areas;
- growth currently projected by the regional planning agencies to occur elsewhere in the region that would be attracted to the station areas as a result of the transit investment and state and local supporting actions; and
- net new regional growth previously noted that is directly attributable to changes in accessibility and mobility brought by commuter rail.

Clearly not all potential development within approximately one mile of future stations is attributable solely to the transit investment. Nevertheless, all development within these areas has the potential to benefit from accessibility to transit.

Moreover, concentration of regional growth within established urban areas and other strategically selected priority development sites is a regional economic development objective in and of itself that rail service can help facilitate though improved accessibility, mobility, and investment.[5] The reallocation of growth originally projected to occur elsewhere in the region into these priority development areas can contribute to urban revitalization, waterfront reinvestment, and the preservation of land for conservation and recreation, all contributing to the region's attractiveness for economic development.

Commuter rail and transit stations, and the service they provide to residents and businesses, have been an important component of major mixed-use development projects proposed in the Boston area in recent years. Residential/commercial developments at Westwood Station in Westwood (commuter rail), SouthField in Weymouth/Rockland/Abington (commuter rail), Legacy Place in Kingston (commuter rail), Cordage Park in Plymouth (commuter rail), and Assembly Square in Somerville (rapid transit) are each predicated in part on the presence of commuter rail or transit service and a station within their immediate vicinity.

Residents and businesses value the rail service, whether or not they use it for daily commutes, and developers recognize rail stations as important hooks for successful major mixed-use projects. Because all development projects compete for shares of regional growth, commuter rail could be an essential link to realizing the broader economic development objectives of the region.

[5] Estimates for development around Rapid Bus terminals have not been undertaken. Under certain conditions, bus rapid transit (BRT) can support transit-oriented development. Examples include Boston's Silver Line, Cleveland's new Euclid Avenue Corridor, and the busway services in Pittsburgh and Ottawa. However, these cases are exceptional, involving developed urban corridors and a level of physical investment comparable to light rail or streetcar systems. The SCR express bus alternative is not a BRT service and does not provide a comparable corridor setting or physical investment. It would not be expected to attract development substantially beyond that which is already expected to occur in the station areas.

Chapter 6: Elements of the Corridor Plan

Regional Vision

The Corridor Plan represents a broad vision for the region, one that fosters new growth centered within compact residential and business centers while protecting and sustaining the region's natural and cultural assets for future generations. This Plan combines multiple actions that together can preserve and strengthen the region's quality of life, environment, and economy. The Corridor Plan sets the framework for coordinated action on the local, regional and state levels. The process that established the plan brought together individual citizens, municipalities, advocacy groups, regional planning agencies and state agencies to discuss the issues the region faces today and the opportunities and challenges it will face in the future.

The Corridor Plan is composed of two elements:

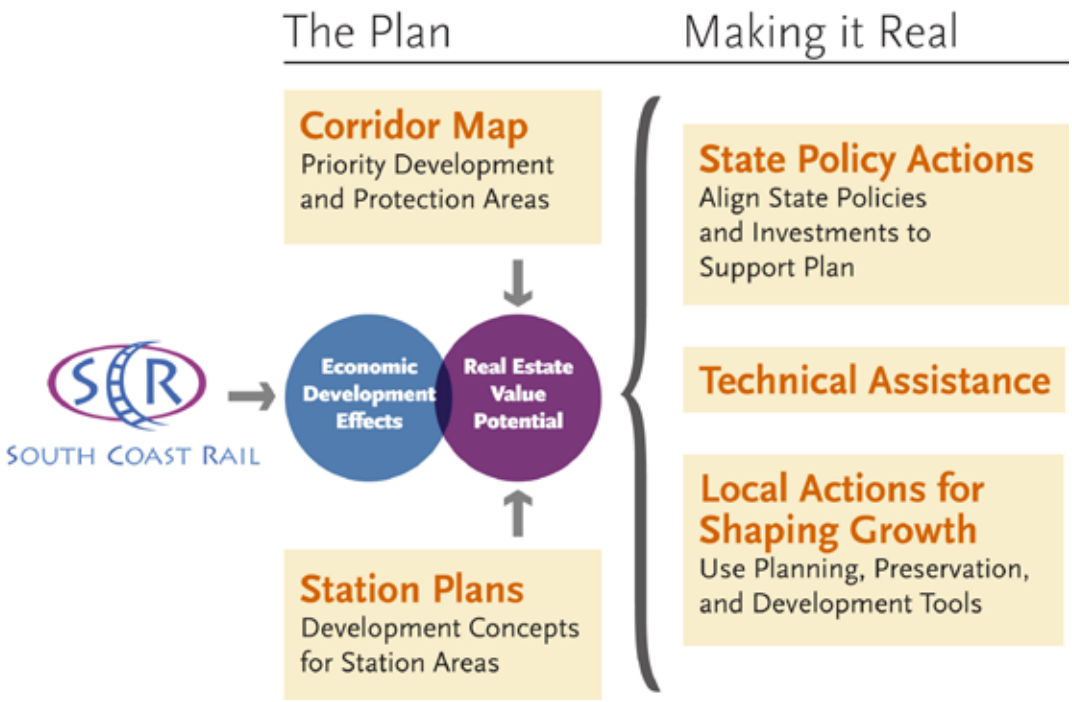
Priority Development and Protection Areas of the Corridor Map: The Corridor Plan creates a framework for regional growth and community preservation over the coming decades. It identifies where growth should be encouraged and supported to address the expanding residential and business needs of the regional population. It identifies priority areas for preservation of sensitive natural environments, key links in existing and future open space networks, and historic and working landscapes.

Station Area Development: The Corridor Plan also evaluates the potential for transit-oriented development around future transit stations associated with implementation of the South Coast Rail project. The plan focuses especially on the development potential of land within a one mile radius of proposed stations. Compact development of this transit-served land, a scarce resource representing less than 5% of the regional land area, can ensure that opportunities to provide homes, jobs and services for current and future residents within easy walking access to South Coast Rail transit service are optimized. National demographic trends and consumer preferences increasingly point to the public's desire to seek homes and jobs in transit-served mixed-use centers. Thoughtful development of these station areas can serve as a focus for local economic activity and enhanced regional competitiveness. Successful station areas will benefit both those living and working close to the station, and those who live further away.

Figure 6-1 shows how these two elements of the Plan are related to the economic assessments presented in Chapter 5. The diagram also shows the major implementation strategies detailed in Chapter 7.

The following sections of this chapter expand on the Corridor Map and Station Area Development.

Figure 6-1: Elements of the Corridor Plan



Priority Development and Protection Areas—The "Corridor Map"

The Priority Protection and Development Map—the "Corridor Map" as shown in Figure 6-2—is a core element of the Corridor Plan. It includes over 30 Priority Development Areas and more than 70 Priority Protection Areas, in addition to river and open space corridors.

Priority Development Areas include major downtowns, large employment centers such as industrial and business parks, locations around future South Coast Rail stations, and other areas that have been identified as having potential to support significant business or residential growth.

Priority Protection Areas include farmland, sensitive habitat and environmental resource areas, potential linkages between existing open space resources, and places of cultural or historic significance. The Priority Protection Areas do not enjoy permanent protection under existing regulations.

Within some Priority Protection Areas are areas of existing development. The Priority Protection Area designation does not imply that existing homes or businesses should be eliminated but rather that the area includes environmental and/or historic resources that should be prioritized for preservation through proactive measures such as low-impact development provisions, conservation easements, or purchase of land or development rights (e.g., through the Massachusetts Agricultural Preservation Restriction program [APR], use of the Commonwealth's Chapter 61 tax-abatement program, involvement of land trusts, etc.). Similarly, within Priority Development Areas are many historic sites or structures that should be preserved or reused alongside new development.

Description of Priority Development and Protection Areas

This document provides brief descriptions of the sites that have been identified as Priority Development or Protection Areas. The narratives accompany the Corridor Map, which displays these sites geographically. **A larger version of the Corridor Map is available as a pull-out in the back of printed copies of this report. It is also available at www.southcoastrail.com.**

Creating the Corridor Map

The Corridor Map is the outcome of an unprecedented process of regional collaboration involving the Southeastern Massachusetts Commuter Rail Task Force, 31 cities and towns in the corridor, environmental and business advocacy groups, regional planning agencies, and state officials. The development of the Corridor Map involved a multistep process led by the regional planning agencies. SRPEDD led this process in 25 communities (Acushnet, Attleboro, Berkley, Dartmouth, Dighton, Fairhaven, Fall River, Freetown, Lakeville, Mansfield, Marion, Mattapoisett, Middleborough, New Bedford, North Attleborough, Norton, Raynham, Rehoboth, Rochester, Seekonk, Somerset, Swansea, Taunton, Wareham and Westport), OCPC worked with Bridgewater and Easton, and MAPC took the lead in working with Canton, Foxborough and Sharon. Both OCPC and MAPC led priority mapping efforts in Stoughton.

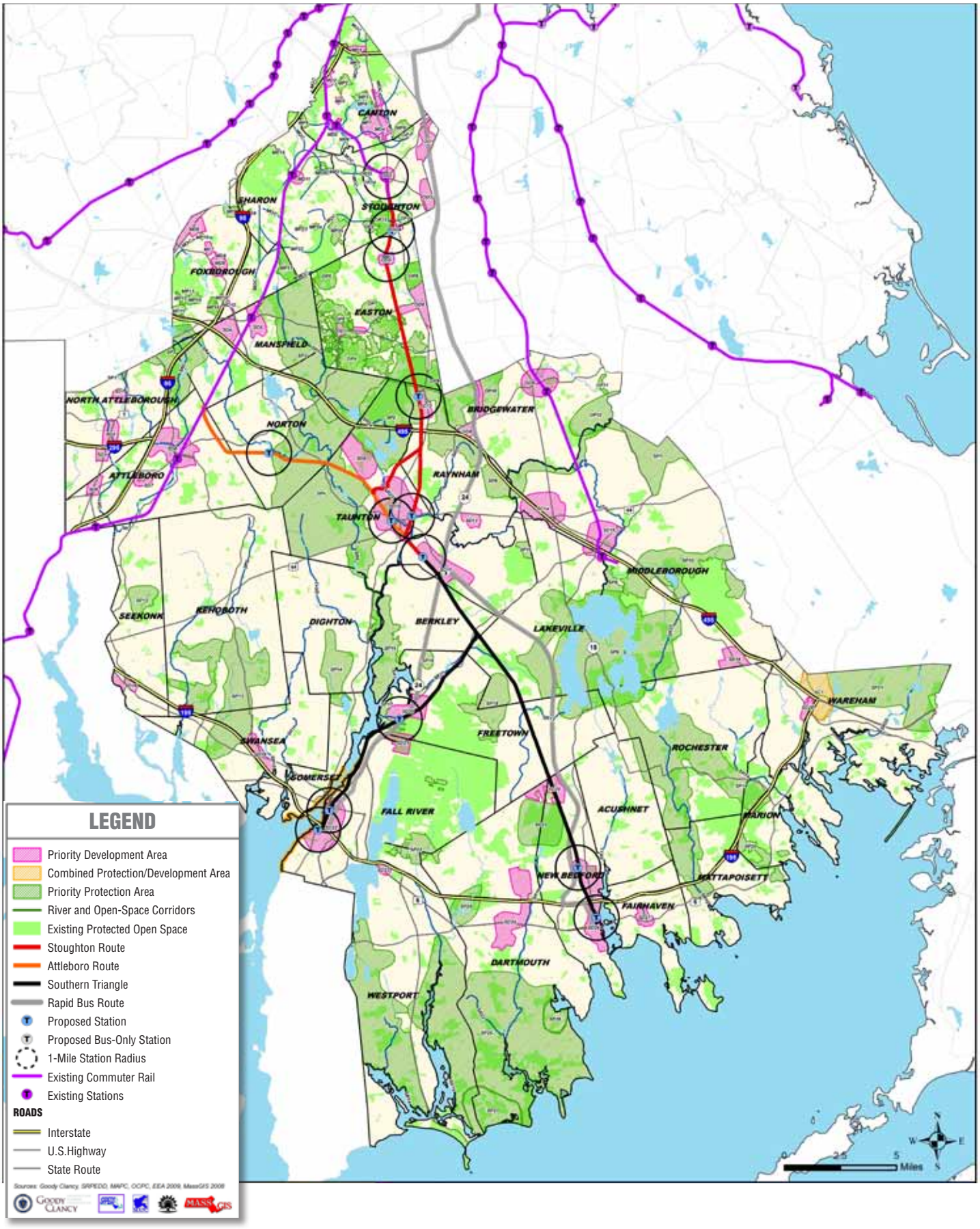
Initially, individual communities worked with their regional planning agency to identify and map local priorities for development and protection. The hundreds of local priority areas identified by the corridor communities were aggregated in a composite map, which is included within Appendix A of this document.

Using the composite map as their foundation, the regional planning agencies engaged the Southeastern Massachusetts Commuter Rail Task Force, advocacy groups, local communities, and each other in a spirited public dialogue to identify those areas within the South Coast that are of the highest priority for protection or development.

State agencies, including the Executive Office of Housing and Economic Development (EOHED), the Executive Office of Transportation and Public Works (EOT), the Executive Office of Energy and Environmental Affairs (EOEEA), and the Department of Housing and Community Development (DHCD) reviewed the map. Based on discussions at the state-agency level a number of changes were made to the map to reflect the highest priorities for state assistance for development and protection in the region. Many locations throughout this region are appropriate and suitable for economic development and/or housing production. Some have local significance, some have regional significance, and others rise to a level of statewide significance. As the state faces a difficult economic environment, it must strategically concentrate its resources and investments in high-priority areas. Thus, the state review of regional priorities resulted in a reduced number of priority sites. While the state will concentrate its efforts on those locations identified on the Corridor Map, this does not preclude state actions, in an appropriate manner and at an appropriate time, that would support other regionally identified sites. The Commonwealth has endorsed both the resulting map—the Corridor Map—and the ongoing work at the local and regional levels to advance development and protection priorities.

The Corridor Map will be a dynamic document. Over time, local, regional, and state priorities may evolve.

Figure 6-2: Corridor Map



South Coast Rail Priority Development and Protection Areas

Priority Development Areas

D1 Route 138 'B' Economic Opportunity Overlay District
D2 Route 1 Corridor: Gillette Stadium and Patriot Place
D3 Chestnut Green: Former Foxborough State Hospital
D4 Sharon Town Center
D5 Downtown Stoughton
D6 Roche Bros. Plaza
D7 Easton Village
D8 Queset Commons/Easton Industrial Park/Washington Street
D9 Downtown Bridgewater
D10 Downtown North Attleborough
D11 Cabot Business Park Redevelopment
D12 IBP Industrial Park
D13 Downtown Attleboro
D14 Myles Standish Industrial Park
D15 Downtown Taunton
D16 Raynham Park
D17 Raynham Woods Commerce Center
D18 Middleborough Downtown
D19 Assonet Village TOD
D20 SouthCoast BioPark
D21 Downtown Fall River
D22 UMass/Faunce Corner Redevelopment
D23 New Bedford Industrial Park
D24 New Bedford Downtown TOD Areas
D25 Town Common Revitalization District
D26 Anawan Crossing
D27 Dighton Industries
D28 County Street/Route 79 Business District
D29 The Waterfront Industrial Area and Slade's Ferry Crossing
D30 Riverfront Industrial Redevelopment Area
D31 Lower County Road
D32 Village Commercial District
D33 Crossroads

Priority Protection Areas

P1 Milton-Hoosic Golf Course
P2 Blue Hills Golf Course
P3 Mass Hospital School Site
P4 Water Rights on Reservoir Pond
P5 Brookmeadow Golf Course
P6 Water Rights around Canton Center
P7 Wampatuck Golf Course
P8 Glen Echo Pond
P9 Gobi Property
P10 Lawton Farm
P11 Normandy Farms Campground
P12 Indian Rock Farm
P13 Law Farm
P14 Municipal Water Source and Future Well Site
P15 Foxborough Country Club *(private golf course)*
P16 Route 140 and Walnut Street
P17 Canoe River ACEC (MAPC region)
P18 Cranberry Bogs and Upland at Sharon Commons
P19 Pine Woods
P20 Massapoag Sportsmens' Club
P21 Crescent Ridge Dairy
P22 Sreda Property
P23 Camp Gannett
P24 Morse Farm
P25 Rattlesnake Hill
P26 Echo Pond
P27 Ames Long Pond East
P28 Benson Pond
P29 Canoe River ACEC (OCPC region)
P30 Borderland State Park
P31 Conservation Area
P32 Gill Farm
P33 Clover Valley Farm
P34 Hockomock ACEC (OCPC region)
P35 Elm Street–Bridgewater
P36 Taunton River South Bridgewater/ Cumberland Farm Land
P37 Taunton River
P38 Bird Street Sanctuary
P39 Britton's Pond
P40 Southworth Pond and Lipsky Fields
P41 Ten Mile River/Zone II Protection Area
P42 Bungay River/Zone II Protection Area
P43 Canoe River Aquifer ACEC (SRPEDD region)
P44 Three Mile River ACEC
P45 Hockomock ACEC (SRPEDD region)
P46 Upper Taunton River
P47 Great & Little Cedar Swamps
P48 Assawompset Ponds Complex
P49 Nemasket River–Farm Protection
P50 Green Heart Corridor
P51 Thatcher Pond
P52 Runnins River Headwaters
P53 Palmer River Aquifer and Zone II Protection Area
P54 Muddy Cove Brook
P55 Lower Taunton River Protection Area
P56 Acidic Fen
P57 Peace Haven & Mowrys Path
P58 Greenway Connection
P59 Mattapoisett River Aquifer Protection Area
P60 Aucoot Cove
P61 Pine Barrens/Aquifer Protetction Area
P62 BioReserve *(infill)*
P63 Acushnet Swamp
P64 Noquochoke Wetlands
P65 Farm Protection Area
P66 Aponagansett Cove
P67 Allen's Pond *("the let")*
P68 Bridgewater Priority Habitat and Farmland
P69 Nasketucket Bay State Reservation Area
P70 Western Middleborough Priority Habitat
P71 Eastern Middleborough Priority Habitat
P72 Fowl Meadow and Ponkapoag Bog ACEC

Combined Priority Protection/ Development

C1 Makepeace Village TDR

River and Open Space Corridors

R1 Seven Mile River
R2 Ten Mile River
R3 Bungay River
R4 Wading River
R5 Canoe River
R6 Three Mile River
R7 Taunton River
R8 Nemasket River
R9 Palmer River
R10 Cole River
R11 Lees River
R12 Segreganset River
R13 Fall Brook
R14 West Branch of the Westport River
R15 East Branch of the Westport River
R16 Paskamansett River
R17 Acushnet River
R18 Mattapoisett River
R19 Sippican River
R20 Agawam River
R21 Assonet River
R22 Slocum River
R23 Black Brook
R24 Snake River
R25 Mill River
R26 Forge River

Priority Development Areas

NUMBER	DESCRIPTION	COMMUNITY
D1	**ROUTE 138 "B" ECONOMIC OPPORTUNITY OVERLAY DISTRICTS** This district was proposed at Canton Town Meeting.	Canton
D2	**ROUTE 1 CORRIDOR: GILLETTE STADIUM AND PATRIOT PLACE** Home to an Economic Overlay District, this area includes Gillette Stadium, Patriot Place North and Patriot Place South.	Foxborough
D3	**CHESTNUT GREEN: FORMER FOXBOROUGH STATE HOSPITAL** This site is home to a mixed-use, mixed-income and pedestrian-friendly area now under development.	Foxborough
D4	**SHARON TOWN CENTER** This is the Town's highest priority for development, but is constrained by wastewater limitations. Sharon has proposed a new wastewater treatment plan to serve the town center and surrounding residential area. The center contains a 43D site and train station.	Sharon
D5	**DOWNTOWN STOUGHTON** This mixed-use center is already served by an existing commuter rail station. There are significant redevelopment opportunities around the station.	Stoughton
D6	**ROCHE BROS. PLAZA** This area in North Easton at the Stoughton border contains a grocery store and new medical office buildings. A new commuter rail station is proposed for the site, which could bring some potential for TOD.	Easton
D7	**EASTON VILLAGE** This small village center is primarily residential and is home to many historic and architecturally significant properties. A commuter rail station is proposed for the village. The Ames Shovel Shop property is also located here. Opportunities exist for historic preservation and context-sensitive mixed-use developments. The area has a high septic failure rate.	Easton
D8	**QUESET COMMONS/EASTON INDUSTRIAL PARK/WASHINGTON STREET** Queset Commons is a mixed-use 40R district. The industrial park has the potential to expand with wastewater service. Washington Street is characterized by primarily low-density commercial development. Redevelopment opportunities exist, especially with access to sewer.	Easton
D9	**DOWNTOWN BRIDGEWATER** This area has redevelopment opportunities and close proximity to Bridgewater State College and train station. Sites such as the Spring Street parking lot, currently being used for college commuter parking and the industrial buildings on Hale Street are potential candidates for redevelopment. The historic downtown has some available retail/commercial space and enhanced mixed-use and TOD potential could be realized with better pedestrian access, connecting to the nearby college population.	Bridgewater

NUMBER	DESCRIPTION	COMMUNITY
D10	**DOWNTOWN NORTH ATTLEBOROUGH** The North Attleborough downtown has been identified as a priority development area and currently serves as a mixed-use center. There are commercial redevelopment and infill opportunities. The North Attleborough downtown center offers brownfield reuse opportunities, riverfront improvements relative to the 10-Mile River and pedestrian linkages from the surrounding neighborhood to a downtown destination in transition as a potential emerging growth center.	North Attleborough
D11	**CABOT BUSINESS PARK REDEVELOPMENT** Cabot Business Park is located on Forbes Road off Route 495. A change in zoning from Industrial (I1) to Planned Business District (PBD) is helping to shape the development of the Cabot Business Park. By prohibiting retail businesses, increasing allowed density, and allowing a number of uses "by right" (subject to site plan review) the Cabot Business Park is attracting biotech and Research and Development companies. Other uses in the industrial park include light manufacturing, office and warehousing.	Mansfield
D12	**IBP INDUSTRIAL PARK** Attleboro Industrial Business Park (AIBP) consists of 189 acres located abutting the east side of I-95 northbound. The proposed development plan anticipates construction of 30 new industries totaling 800,000 square feet of space, $50 million in private investment and the creation of 2,500 new jobs. The City has designated the site as Economic Opportunity Area (EOA), a 43D site and as a local Priority Development Area. The 2008 SRPEDD Comprehensive Economic Development Strategy (CEDS) identifies the site as one of the top ten EDA priority projects for the region.	Attleboro
D13	**DOWNTOWN ATTLEBORO** The downtown revitalization project has several components. The catalysts for redevelopment are the proposed construction for the Attleboro Intermodal Transportation Center (AITC) and the development of a riverfront TOD. The AITC includes the construction of a multistory parking facility with 900 spaces, 180 adjacent surface lot spaces, and ground floor commercial, office and other appropriate uses at the existing MBTA commuter rail station. The riverfront TOD component calls for the construction of 300 housing units, a recreation area with green space, and walking and bike paths providing pedestrian linkages to the AITC and the downtown. The project will increase public parking in the downtown, improve traffic circulation, allow for mixed-use redevelopment, address brownfield redevelopment, and is expected to stimulate new commercial activity and private investment to the downtown business core. The area is identified as a Growth District, is designated as an Economic Opportunity Area (EOA) and the AITC is ranked in CEDS as an EDA priority project.	Attleboro

NUMBER	DESCRIPTION	COMMUNITY
D14	**MYLES STANDISH INDUSTRIAL PARK** The Myles Standish Industrial Park (MSIP) is located in the northwest corner of Taunton at I-495, Exit 9, Bay Street. This 837-acre industrial park was established in 1974 is one of the largest and most successful public industrial parks in New England. Currently the Park has 5.8 million sq. ft. of space with approximately 101 companies providing 7,500 jobs and over $4.0 million in local tax revenues. The City of Taunton is an Economic Target Area (ETA) and the MSIP is designated as an Economic Opportunity Area (EOA). MISP expansion area consists of 150 acres of former state surplus property referred to as the Paul A. Dever School. The area abuts the existing Myles Standish Industrial Park to the north and east, Watson's Pond and the Dever School Core Campus to the west and Freemont Street, a residential area to the south. The area is largely vacant and zoned industrial. MSIP Phase VI expansion is anticipated to develop an additional 1 million square feet of space, allow for passive recreational open space linkages to Watson's Pond and create an estimated 1,200 to 1,500 new jobs. The City of Taunton recently identified the site for designation under the Chapter 43D Expedited Permitting Program to enhance development potential. The Paul A. Dever School has been identified as a heritage landscape priority through the Department of Conservation and Recreation's Heritage Landscape Inventory Program.	Taunton
D15	**DOWNTOWN TAUNTON** This Dean Street site is located off Route 44 west on Arlington Street adjacent to Taunton Depot and is a nine acre industrial area, formerly the New Jersey Rubber Company. The site is fenced having experienced demolition, remediation and is currently awaiting additional assessment. The City has identified the site for potential redevelopment as transit-oriented development and appropriate zoning has been approved. It is anticipated that mixed-use redevelopment opportunities including residential, economic development, open space and recreation targeted around commuter rail will attract redevelopment and provide potential pedestrian linkages to downtown destinations. Lot 6A (the Taunton Depot TOD site) is a seven acre vacant lot, formerly used as a rail maintenance facility located on Mason Street between, Porter and Wales Streets adjacent to the GATRA Bus Terminal and the Taunton Housing Authority. The site is fenced and has been identified as a brownfield. Due to the nature of the contamination located on the site, the City has determined that it will be more suitable to relocate the GATRA Bus Terminal and reuse the current bus terminal as a potential transit-oriented development (TOD). A new transit center would offer an array of mixed-use redevelopment including housing, economic development, open space and recreation opportunities, and pedestrian linkages to downtown.	Taunton

NUMBER	DESCRIPTION	COMMUNITY
D16	**RAYNHAM PARK** The Raynham Park site is located on Route 138 and comprises approximately 90 acres. Potential exists at this location for transit-oriented development (TOD). There is additional potential as a mixed-use redevelopment area. The property directly abuts the CSX rail freight line and provides transportation access, and municipal water and sewer. The site may also be considered for Economic Opportunity Area designation (EOA). Given the sensitivity of the surrounding Hockomock Swamp, an Area of Critical Environmental Concern, the potential exists to redevelop existing developed land along Route 138, with a focus on utilizing Low Impact Development (LID) and creating a natural buffer along the interface between the swamp and the developable area.	Raynham
D17	**RAYNHAM WOODS COMMERCE CENTER** The Raynham Woods Commerce Center is a 330 acre business park located on Route 44 at the Route 24/44 Interchange (Exit 13). Currently the park is at 65% build-out and contains approximately 30 industries providing over 2,700 jobs. In addition, there are several new development and expansion projects planned and under way. The park offers transportation access, water, sewer and gas. Raynham has identified the location as a Designated Development Area and an EOA. The Town is currently working on designating the remaining sites as Chapter 43D expedited permitting sites.	Raynham
D18	**MIDDLEBOROUGH DOWNTOWN** This Middleborough downtown area is comprised of three districts including residential, general use and business. The area is bisected by the rail corridor, which is located in the general use district that extends south from Rte 44 to I-495. A residential district is situated on the west side of this area and includes Old Center and Center Streets, Anderson Ave and Maple Rd. The southern end of the area is bounded by the Route 28 corridor, identified as a general use district and extends to the Nemasket River. The second half of the area or the eastside contains a general use district along Everett Street, Middleborough's CBD South Main/Station/Center Streets surrounded by neighborhood residential. The area offers mixed-use redevelopment opportunities and potential EOA designation. The Lakeville State Hospital area (Lakeville Commons) is located between the eastern segments of Routes 79 and 105 heading toward the Middleboro line with the entrance to the facility situated on Route 105 across from Bridge Street. National Development currently owns this 72-acre site. The hospital buildings are scheduled for demolition and will be replaced by mixed-use development including restaurants, retail, and office space. More dense housing than is currently allowed is being proposed. The site has been designated as an Economic Opportunity Area (EOA).	Lakeville/ Middleborough
D19	**ASSONET VILLAGE TOD** This area is located along the lower end of South Main Street at the intersection of South Main Street and the CSX line, adjacent to the Brightman Lumber Company and just northwest of the new interchange at Route 24 and Route 79. The site is being considered as a location for a commuter rail station which may offer potential mixed use and housing opportunities.	Freetown

NUMBER	DESCRIPTION	COMMUNITY
D20	**SOUTHCOAST BIOPARK** The proposed SouthCoast BioPark is located in the north end of Fall River. Conceptual development plans propose approximately three million square feet of office space. This project is expected to provide 8,000 new jobs, with $350 million in annual payroll from private investment, and $14 million in annual state income tax revenue. The BioPark is considered a Priority Economic Development Opportunity (PEDO). A 30-acre transit-oriented development (TOD) has been suggested for the area described in D19 (Assonet Village TOD).	Fall River
D21	**DOWNTOWN FALL RIVER** This area contains the City's Central Business District, including Fall River City Hall, the location of the proposed new District Court, financial and business industries, several civic uses, restaurants, shops and other retail and services activities. The downtown has potential for mixed-use redevelopment through expanded retail, service, and restaurant offerings along with additional housing creation. Key components of the redevelopment strategy are restoration of existing historic structures, infill development, improved streetscapes and amenities, opportunities for pedestrian linkages (between the downtown, adjacent neighborhoods and the waterfront), signage and infrastructure. The Fall River Depot, located off Davol Street is an approximately eight acre site near the Fall River Central Waterfront District. The City envisions a multimodal transportation center with commuter parking and mixed-use redevelopment at this site. The site is capable of supporting smart growth, and presents a classic transit-oriented development opportunity. The Battleship Cove Station, located behind the Ponta Del Gada, is anticipated to be a platform only station serving the downtown area and Battleship Cove. This site offers minimal parking and would be more geared to pedestrian and tourism service. The site's proximity to the waterfront, downtown Fall River, and a dense residential neighborhood also provides the potential to support smart growth by creating linkages between these land uses.	Fall River

NUMBER	DESCRIPTION	COMMUNITY
D22	**UMASS/FAUNCE CORNER REDEVELOPMENT** The North Faunce Corner area is located north of the I-195 interchange at the intersection of the CSX rail line and Faunce Corner Road extending north along Faunce Corner Road to approximately Old Farm River Road. The identified area is zoned for limited industrial and a large portion consists of the Faunce Corner Overlay District. Some of the existing uses in this area include retail outlet, medical offices, industrial parks (Ledgewood IP and Heritage IP, aka Energy Park) manufacturing and residential development. The area offers good highway access, water and sewer service and a significant amount of build-out is available. There are, however, concerns with traffic, safety, circulation and limited environmental issues. The Town of Dartmouth is a designated Economic Target Area and can offer development incentives for specific development proposals; generally projects in the Business Park have received these benefits. In addition, the Town has designated the energy park as a 43D site for expedited permitting in support of economic development. The South Faunce Corner area is located south of the 195 Faunce Mall Road interchange, Exit 12. This area represents Dartmouth's general business area along Route 6 and office park on Faunce Corner Mall Road. These areas have been identified for mixed-use redevelopment and infill on Route 6 with business, medical and office development targeted along the Mall Road north to I-195. The area has good transportation access but congestion is an issue. Water and sewer are available. The University of Massachusetts, Dartmouth Campus is located at 285 Old Westport Road, south of Route 6. The facility is a 710-acre campus containing 14 building including classrooms, labs and research space and residences for over 8,700 students. The UMass Campus is an hour from Boston and 30 minutes from Providence. The site has several hundred acres of undeveloped land, which may provide both private and public opportunities for life sciences activities including R&D, bio and marine technology, pharmaceuticals, manufacturing and other ancillary activities.	Dartmouth
D23	**NEW BEDFORD INDUSTRIAL PARK** The Greater New Bedford Business Park (NBBP) is located in the northern section of the City of New Bedford on Route 140 at exit 7, Braley Road and a portion extends into the Town of Dartmouth on the west. The Business Park is bordered by Freetown to the north, Route 140 to the east, the Acushnet Cedar Swamp to the south and the Crapo Hill landfill to the west. The NBBP consists of 1,300 acres and is home to 45 companies employing approximately 5,000 workers. The Business Park is designated as an Economic Opportunity Area and has three sites designated as Priority Development Areas under the Commonwealth's Chapter 43D program.	New Bedford

NUMBER	DESCRIPTION	COMMUNITY
D24	**NEW BEDFORD DOWNTOWN TOD AREAS** There is potential for a transit-oriented development (TOD) Intermodal Center at the Whale's Tooth station site, located on Acushnet Avenue, east of Route 18 and south of Wamsutta Street. The parcel, currently vacant, was formerly occupied by a rail yard and railroad maintenance facility. This site was identified as the preferred station location in 2002. In response, the City constructed a parking lot that could be used for commuter rail service and intermodal connections including ferry service. The site adjacent to the Hicks, Logan and Sawyer area is currently proposed as a Transit-oriented development (TOD) and multimodal center. It is anticipated that additional mixed-use redevelopment will be encouraged throughout the area. Access is provided within a half mile (½ mi) of the site by regional connections to Route 18 and I-195 via Herman Melville Boulevard. Enhancements are needed for the current pedestrian bridge that links the proposed commuter rail station site over Route 18 to the Clasky Park Neighborhood. In addition, a feeder bus service will provide linkages to the site, adjacent neighborhoods and to the downtown. This area is located along King's Highway (Tarkiln Hill Road) parallel to the CSX line at Route 140. The area covers roughly 55 acres, home to an older marginal commercial mall. Extensive paved parking is located throughout the area. The site has potential for transit-oriented development (TOD) providing direct connections to rail service and mixed-use opportunities including residential and commercial development. The City of New Bedford prefers commercial and industrial development at this location.	New Bedford
D25	**TOWN COMMON REVITALIZATION DISTRICT** The Norton Town Common District is centrally located at the intersections of Routes 123 and 140. The area currently provides civic, educational, and business uses, including Wheaton College, two public schools, a library, a senior center, and drug stores. This area is appropriate for expanded mixed-use redevelopment and infill opportunities consistent with its small-town village setting.	Norton
D26	**ANAWAN CROSSING** Anawan Crossing is located at the town's principal intersection, Route 44 (Winthrop Street) and Route 118 (Anawan Street and State Road). This area is home to business uses including retail, service, commercial and other activities. The area has been identified for low-impact, mixed-use village development, including housing and additional open space designed to enhance and maintain a rural village environment while supporting appropriate business uses. The area has good transportation access; however, municipal water and sewer are not available.	Rehoboth

NUMBER	DESCRIPTION	COMMUNITY
D27	**DIGHTON INDUSTRIES** Dighton Industries was first established in 1900 by Joseph Milliken as the Mount Hope Finishing Company. It was one of the largest industrial complexes of its time. As part of the Mount Hope Complex, the company built housing for workers that remains occupied to this day but is no longer linked to the mills. The street network includes triangular grassy parks at intersections, and the mill village, with smaller residential lots, serves as an excellent example of attractive compact development. The village could serve as a template for future development. The area currently consists of approximately 42 acres containing a 344,000-square-foot manufacturing complex that supplies space to over a half dozen industries, including manufacturing, distribution, assembly, warehousing and other activities. The area has been identified for industrial and commercial redevelopment, and the area is designated by the Commonwealth as an Economic Opportunity Area (EOA). There are opportunities for mill-building reuse and redevelopment. The area offers limited access to water and sewer. Due to the historic industrial uses, some sites may have potential brownfield issues.	Dighton
D28	**COUNTY STREET/ROUTE 79 BUSINESS DISTRICT** The Business District is located in the far eastern corner of the town at its border with Lakeville and Taunton. It covers approximately 200 acres. Berkley recently created this district to attract business and mixed-use development. The area provides good transportation access, with Routes 140/79 and County Street and has CSX rail freight access. The area has the potential to access water and sewer. Berkley is part of the Greater Taunton Economic Target Area (ETA) and can offer development incentives as a mechanism to attract private investment.	Berkley
D29	**THE WATERFRONT INDUSTRIAL AREA AND SLADE'S FERRY CROSSING** The New Brightman Street Bridge will cross the Taunton River from the City of Fall River to the Town of Somerset, replacing the Old Brightman Street Bridge. This infrastructure project presents an opportunity to strengthen the connection to the waterfront by maximizing public access to the river through a walking and biking route along the riverfront. This former bridge right-of-way could become home to mixed-use development, with businesses and retail shops near residential uses. This area is also close to the potential Fall River Depot station at Davol Street in Fall River. The Waterfront Industrial Area is located in the southeast section of Somerset, stretching along a portion of the Taunton River. The area contains several manufacturers, services and other businesses, including Gladding-Hearn Shipbuilding, Fortier Boats, Ferrar Inc., and Tamer Industries. The area presents opportunities for existing business expansion and new development focused on marine industries and related waterfront uses.	Somerset

NUMBER	DESCRIPTION	COMMUNITY
D30	**RIVERFRONT INDUSTRIAL REDEVELOPMENT AREA** This site is located in the southwest portion of Acushnet and includes the Titleist Ball Plant #II, other industrial uses and vacant and underutilized sites. Acushnet has identified this area for redevelopment and has proposed infrastructure improvements allowing for an industrial access road (River Street Extension) to encourage private investment and redevelopment. Acushnet is in the Greater New Bedford Economic Target Area (ETA) and can offer development incentives. It is anticipated that redevelopment will require zoning changes and the area may have brownfield issues. The area offers limited access to highways; water and sewer are available.	Acushnet
D31	**LOWER COUNTY ROAD** This area is at the intersection of County Road and Mary's Pond Road adjacent to the Marion and Wareham town lines. The Town has identified this area for mixed–use, low-impact development, including retail, service and residential uses. The area offers limited access to highways, the potential for Wareham town water, but no sewer.	Rochester
D32	**VILLAGE COMMERCIAL DISTRICT** The Village Commercial District is suitable for expanded mixed-use redevelopment and infill opportunities in keeping with the small-village character of the area.	Mattapoisett
D33	**CROSSROADS** This is the primary intersection referred to as the "Crossroads," which provides direct access from Route 6 to I-195 at Exit 20 via Route 105 (Front Street). The Crossroads is located in the business zone and includes a small portion of the industrial zone. This area has potential for redevelopment, infill, and mixed-use. The area has water and sewer service available.	Marion

Priority Protection Areas

NUMBER	DESCRIPTION	COMMUNITY
P1	**MILTON-HOOSIC GOLF COURSE** As an important open space and recreational property, this golf course could be protected from development pressure through a conservation restriction.	Canton
P2	**BLUE HILLS GOLF COURSE** As an important open space and recreational property, this golf course could be protected from development pressure through a conservation restriction.	Canton
P3	**MASS HOSPITAL SCHOOL SITE** Portions of this site contain valuable open space and lands of conservation value.	Canton
P4	**WATER RIGHTS ON RESERVOIR POND** Currently held in private ownership, the public could be granted access to this recreational water resource through acquiring water rights to the Pond.	Canton
P5	**BROOKMEADOW GOLF COURSE** As an important open space and recreational property, this golf course could be protected from development pressure through a conservation restriction.	Canton
P6	**WATER RIGHTS AROUND CANTON CENTER** Currently held in private ownership, the public could be granted access to these recreational water resources through the acquisition of water rights to the ponds.	Canton
P7	**WAMPATUCK GOLF COURSE** As an important open space and recreational property, this golf course could be protected from development pressure through a conservation restriction.	Canton
P8	**GLEN ECHO POND** By protecting the wetlands and watershed around Glen Echo Pond, expanded conservation and recreational opportunities will be created.	Canton
P9	**GOBI PROPERTY** This privately owned property contains wetlands and ponds and is difficult to access, which makes it a strong candidate for preservation.	Foxborough
P10	**LAWTON FARM** This farm is positioned close to areas that are already developed, providing valuable open space and potential connections through a wetlands corridor.	Foxborough
P11	**NORMANDY FARMS CAMPGROUND** This large open space parcel could extend the connection into the Foxborough State Forest.	Foxborough
P12	**INDIAN ROCK FARM** This farm abuts the Foxborough State Forest.	Foxborough
P13	**LAW FARM** This farm also connects to the Foxborough State Forest as well as to the municipal water source lands to the south.	Foxborough
P14	**MUNICIPAL WATER SOURCE AND FUTURE WELL SITE** Protecting this area is critical to maintaining the integrity of the water system.	Foxborough

NUMBER	DESCRIPTION	COMMUNITY
P15	**FOXBOROUGH COUNTRY CLUB (PRIVATE GOLF COURSE)** As an important open space and recreational property, this privately owned golf course could be protected from development pressure through a conservation restriction.	Foxborough
P16	**ROUTE 140 AND WALNUT STREET** This area includes the aquifer for Hersey Pond and a possible future well site.	Foxborough
P17	**CANOE RIVER ACEC (MAPC REGION)** Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems. • Canoe River Aquifer (17,200 acres, 1991) Easton, Foxborough, Mansfield, Sharon, and Taunton • Surface Water Resource • Medium-/High-Yield Aquifer • Significant 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Significant Historic and Prehistoric Significance • Scenic Resource and Recreational Resource	Foxborough
P18	**CRANBERRY BOGS AND UPLAND AT SHARON COMMONS** Protecting these resources is called for in the Sharon Commons development plan and MEPA report.	Sharon
P19	**PINE WOODS** This site was formerly proposed for a 40B development, but that application has been withdrawn. The site is adjacent to the already protected Moose Hill Audubon Wildlife Area.	Sharon
P20	**MASSAPOAG SPORTSMEN'S CLUB** This privately-owned recreation land could serve as an anchor through a potential open space habitat corridor.	Sharon
P21	**CRESCENT RIDGE DAIRY** This farm serves as a link through a potential open space corridor.	Sharon
P22	**SREDA PROPERTY** This site connects to already protected open space and contains significant wetlands.	Sharon

NUMBER	DESCRIPTION	COMMUNITY
P23	**CAMP GANNETT** On the southern shore of Lake Massapoag, Camp Gannett abuts protected Town-owned land and is home to a wetlands complex.	Sharon
P24	**MORSE FARM** Currently in Chapter 61, this property is adjacent to Borderland State Park.	Sharon
P25	**RATTLESNAKE HILL** Maximum conservation of this resource is called for to protect water resources and wildlife habitats and to maximize connections to maintain significant regional wildlife habitat corridors. Limited development of the site in scale with the habitat concerns and limited accessibility of the site could be appropriate and could lower acquisition costs.	Sharon
P26	**ECHO POND** Echo Pond in Stoughton could be acquired for public recreation and conservation purposes. This conservation area is adjacent to open space opportunities in Canton.	Stoughton
P27	**AMES LONG POND EAST** This area could expand the conservation and open space holdings adjacent to Stoughton's already protected Bird Street Sanctuary.	Stoughton
P28	**BENSON POND** This Pond could be preserved as a Conservation Area.	Stoughton
P29	**CANOE RIVER ACEC (OCPC REGION)** Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems. • Canoe River Aquifer (17,200 acres, 1991) Easton, Foxborough, Mansfield, Sharon, and Taunton • Surface Water Resource • Medium-/High-Yield Aquifer • Significant 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Significant Historic and Prehistoric Significance • Scenic Resource and Recreational Resource	Easton

NUMBER	DESCRIPTION	COMMUNITY
P30	**BORDERLAND STATE PARK** This state park, which is part of the Canoe River ACEC, is an active recreational destination with historical importance. It could be expanded through the acquisition of adjacent properties.	Easton
P31	**CONSERVATION AREA** This potential conservation area located south of Elm Street and east of Washington Street has wetlands and streams and is near the protected water resource lands owned by the Water Department.	Easton
P32	**GILL FARM** This farm in Easton has value for its conservation, farmland, and historic and cultural resources.	Easton
P33	**CLOVER VALLEY FARM** This farm, also in Easton, has historical and conservation value and is within the Canoe River ACEC.	Easton
P34	**HOCKOMOCK ACEC (OCPC REGION)** Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems. • Hockomock Swamp (16,950 acres, 1990) Bridgewater, Easton, Norton, Raynham, Taunton, and West Bridgewater • Surface Water Resource • Medium-/High-Yield Aquifer • Significant 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Significant Historic and Prehistoric Significance • Scenic Resource and Recreational Resource	Easton and Bridgewater
P35	**ELM STREET–BRIDGEWATER** While the higher elevations have fairly intensive development, the area flows into the Hockomock ACEC. This area has many wetlands and expanded protection of these areas will help preserve the integrity of the Hockomock ecosystem.	Bridgewater

NUMBER	DESCRIPTION	COMMUNITY
P36	**TAUNTON RIVER/SOUTH BRIDGEWATER/CUMBERLAND FARM LAND** The Taunton River is the longest undammed coastal river in New England, and supports 45 species of fish and many species of shellfish. The watershed is the habitat for 154 types of birds, including 12 rare species. The Taunton River is now designated a Wild and Scenic River. • Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of significance • 100- and 500-Year Floodplain • Historic and Prehistoric Significance (Camp Titicut) • Scenic Resource and Recreational Resource • The confluence of the Nemasket River	Bridgewater
P37	**TAUNTON RIVER** Many large, open space parcels are located along the north side of the Taunton River and along the Town River. Acquisitions in this part of Bridgewater would help protect the rivers' water quality and knit together large blocks of high value conservation land.	Bridgewater
P38	**BIRD STREET SANCTUARY** This area is a significant open space resource. Additional preservation of adjacent open space would foster habitat connections and links to abutting conservation lands.	Stoughton
P39	**BRITTON'S POND** Located off School Street, this 7.8-acre site contains open water and woodlands that are mostly wet. The objective is to preserve this area and connect habitats and wetlands.	Stoughton
P40	**SOUTHWORTH POND AND LIPSKY FIELDS** This approximately 80-acre area in Stoughton consists of woodlands and open fields as well as a mill structure and mill pond. Goals for this area include preservation of key natural resources, protection of agricultural areas and scenic views from public roads, ensuring public access to mill pond, and providing connections to adjacent conservation areas.	Stoughton
P41	**TEN MILE RIVER/ZONE II PROTECTION AREA** The Ten Mile River picks up flow from two major tributaries, the Seven Mile River and the Bungay River. From there it flows generally south through North Attleborough, Attleboro, and Seekonk before entering Rhode Island. The North Attleborough National Fish Hatchery is located in its upper reaches, and the river offers stocked trout fishing in the spring. A Zone II wellhead protection area has been determined by hydro-geologic modeling and approved by the Department of Environmental Protection. • Medium-/High-Yield Aquifer • 100- and 500-Year Floodplain • IWPA/Public Water Resources • Zone II Water Resource Protection Area • Living Waters, Priority, Estimated, and BioCore Habitat • Scenic Resource and Recreational Resource	North Attleborough

NUMBER	DESCRIPTION	COMMUNITY
P42	**BUNGAY RIVER/ZONE II PROTECTION AREA** The Bungay River is a short river in southeastern Massachusetts that is a tributary of the Ten Mile River. The Bungay River begins in Witch Pond in Foxborough, and flows south through Greenwood Lake and through North Attleborough and Attleboro. It enters the Ten Mile River in Attleboro and ultimately empties into the Narragansett Bay. The river flows through one of the best red maple swamp communities, providing habitat to rare plant species and brook trout. A Zone II wellhead protection area has been determined by hydro-geologic modeling and approved by the Department of Environmental Protection's Drinking Water Program. • Medium-/High-Yield Aquifer • Zone A Surface Water Protection Area • Zone II Ground Water Resource Protection Area • IWPA/Public Water Resources • 100- and 500-Year Floodplain • Living Waters, Priority, Estimated, BioCore Habitat, and Certified Vernal Pools • Scenic Resource and Recreational Resource	Mansfield, North Attleborough
P43	**CANOE RIVER AQUIFER ACEC (SRPEDD REGION)** Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Energy and Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems. • Canoe River Aquifer (17,200 acres, 1991) Easton, Foxborough, Mansfield, Sharon, and Taunton • Surface Water Resource • Medium-/High-Yield Aquifer • Significant 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Significant Historic and Prehistoric Significance • Scenic Resource and Recreational Resource	Mansfield, Norton, Taunton
P44	**THREE MILE RIVER ACEC** There are only four high-quality examples of floodplain forest on small rivers across the state, the best example of which is the silver maple floodplain on the Three Mile River in Taunton, located adjacent to the Parker Memorial Golf Course. This floodplain is Ranked S-2 in the Classification of the Natural Communities of Massachusetts. • Three Mile River Watershed (14,275 acres, 2008) Dighton, Norton, and Taunton • Surface Water Resource • Medium-/High-Yield Aquifer • Significant 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Significant Historic and Prehistoric Significance • Scenic Resource and Recreational Resource	Dighton, Norton, Taunton

NUMBER	DESCRIPTION	COMMUNITY
P45	**HOCKOMOCK ACEC (SRPEDD REGION)** Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems. • Hockomock Swamp (16,950 acres, 1990) Bridgewater, Easton, Norton, Raynham, Taunton, and West Bridgewater • Surface Water Resource • Medium-/High-Yield Aquifer • Significant 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Significant Historic and Prehistoric Significance • Scenic Resource and Recreational Resource	Norton, Raynham, Taunton
P46	**UPPER TAUNTON RIVER** The Taunton River is the longest undammed coastal river in New England, and supports 45 species of fish and many species of shellfish. The watershed is the habitat for 154 types of birds, including 12 rare species. The Taunton River is now designated a Wild and Scenic River. • Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of significance • 100- and 500-Year Floodplain • Historic and Prehistoric Significance (Camp Titicut, etc.) • Scenic Resource and Recreational Resource • The confluence of the Nemasket River	Raynham
P47	**GREAT & LITTLE CEDAR SWAMPS** Great Cedar Swamp and Little Cedar Swamp are located in north of Route 44 in Middleborough. The two swamps are a unique vegetation community including pure stands of Atlantic White Cedar.	Middleborough
P48	**ASSAWOMPSET POND COMPLEX** The Assawompset Pond Complex (APC) covers 4,000 acres in Lakeville, Middleborough, Rochester and Freetown. The APC provides a drinking water to a quarter of a million people in Southeastern Massachusetts. • Surface Water Resource with Zone A and B Protection • Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of significance • Significant 100- and 500-Year Floodplain • Unfragmented Habitat—potentially major connection to east/west green heart corridor connection • Scenic Resource and (limited Recreational Resource) • Nesting Eagles	Freetown, Lakeville, Middleborough, Rochester

NUMBER	DESCRIPTION	COMMUNITY
P49	**NEMASKET RIVER–FARM PROTECTION** The Nemasket River is a small river which flows from Assawompset Pond in Lakeville and through Middleborough where it empties into the Taunton River. The Nemasket maintains the largest run of alewives in New England. This is large in part due to the pristine waters of the Assawompsett Pond complex in Middleborough, Lakeville, and Rochester. Two large farms have frontage on the river and would be good candidates for protection. • 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools • Historic and Prehistoric Significance • Scenic Resource and Recreational Resource • Significant Fisheries Resource	
P50	**GREEN HEART CORRIDOR** The Green Heart Corridor was first suggested by a group of Harvard students and their theory struck a chord in the Southeastern Massachusetts Region. This idea, if realized, would create an unfragmented corridor of green space from the Taunton River to the Atlantic Ocean via the communities of Fall River, Freetown, Lakeville, Middleborough, and Carver. Rocky Woods in Lakeville is an outstanding regional resource, as an undisturbed cultural landscape believed to have been important to human communities as long as 12,000 years ago. The steep ledges of Rocky Woods make this bedrock outcropping one of the largest in the entire Taunton River Basin, and provides an unusually large and unique floral habitat. Unusual fern and wildflower species as well as a particularly diverse forest canopy characterize this area. • Medium to High-Yield Aquifer • IWPAs • Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of significance • 100- and 500-Year Floodplain • Myles Standish State Forest • Significant Chapter 61 Agricultural Properties (Makepeace Cranberry properties) • Recreational and Scenic Resources	Middleborough, Lakeville
P51	**THATCHER POND** Thatcher Pond is a Coastal Plain Pond, an extremely vulnerable and globally rare habitat type which supports many very rare plants and animals. Thatcher Pond is one of the few Coastal Plains Ponds that are almost completely intact and it has two rare plant populations. There may be an opportunity for expansion of the adjacent DCR Massasoit State Park.	Taunton
P52	**RUNNINS RIVER HEADWATERS** The Runnins River Headwater protection area is located in Seekonk and provides greenway connections and protection for water resources.	Seekonk

NUMBER	DESCRIPTION	COMMUNITY
P53	**PALMER RIVER AQUIFER/ZONE II PROTECTION AREA** The Palmer River flows 11 miles through Rehoboth and Swansea. The Town of Swansea has recently identified and has begun constructing a desalinization facility on the lower Palmer. The Town of Rehoboth is reliant on groundwater as their water resource and a medium and high yield aquifer is located within the Palmer River watershed. • Medium-/High-Yield Aquifer • 100- and 500-Year Floodplain • IWPA/Public Water Resources • Living Waters, Priority, Estimated, BioCore Habitat, and Certified Vernal Pools • Historic and Prehistoric Significance • Scenic Resource and Recreational Resource • Significant Chapter 61A and Forestry Plans	Rehoboth, Swansea
P54	**MUDDY COVE BROOK** Muddy Cove Brook area is located in Dighton and Somerset and includes a water recharge protection area, BioCore habitat and farmland.	Dighton, Somerset
P55	**LOWER TAUNTON RIVER PROTECTION AREA** The Taunton River is the longest undammed coastal river in New England, and supports 45 species of fish and many species of shellfish. The watershed is the habitat for 154 types of birds, including 12 rare species. The Taunton River is now designated a Wild and Scenic River. • Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of significance • 100- and 500-Year Floodplain • Historic and Prehistoric Significance (Peace Haven, Sweets Knoll, the Boat Site, Conspiracy Island, and much more) • Scenic Resource and Recreational Resource • Unique Geological Significance • Medium/High-Yield Aquifer • Surface Water Resource for the City of Brockton • Peace Haven to the confluence of the Three Mile River	Berkley, Dighton, Freetown
P56	**ACIDIC FEN** Acidic fens are basically acidic peatlands dominated by sedge and sphagnum that experience some groundwater or surface water flow. Standing water is common within fens throughout much of the growing season. This example of an acidic fen is large, of high quality, and not degraded by development. Nutrient enrichments of bogs and fens lead to deterioration of the peat. In addition, any alterations in the water level have a negative impact on the community. The fen is located north of Interchange 10 off Route 24 in Freetown. It has been identified as a significant ecological landscape by The Trustees of Reservations and ranked S3 by the Natural Heritage Endangered Species Program due to its high quality and identified globally rare species.	Freetown
P57	**PEACE HAVEN & MOWRYS PATH** Peace Haven in Freetown is considered one of the richest archeological sites in southeastern Massachusetts and is the site of 11,000 years of settlement by Native Americans ending with the Pocassets in the Colonial era. It also includes the path King Phillip used during his escape across the Taunton River from armies of the European settlers during the King Phillip Wars in the 1600s. Peace Haven is largely wooded and offers rich habitat to a variety of wildlife. (ROSA, 2007)	Freetown

NUMBER	DESCRIPTION	COMMUNITY
P58	**GREENWAY CONNECTION** The Greenway Connection is a large area of undeveloped land that is centrally located in Freetown and Lakeville and connects the Freetown State Forest to the Assonet Cedar Swamp. A green belt connection can be realized from Fall River to Lakeville with a number of key parcels being acquired to make this a reality.	Freetown, Lakeville
P59	**MATTAPOISETT RIVER AQUIFER PROTECTION AREA** The Mattapoisett River begins at Snipatuit Pond in Rochester and flows southward through Mattapoisett and empties into Mattapoisett Harbor. The identified river corridor is valued drinking water supply for four communities: Rochester, Mattapoisett, Fairhaven and Marion, serving more than 24,000 people. • Medium- and High-Yield Aquifer *(Rochester and Mattapoisett)* • IWPAs • Zone II Water Resource Protection Area *(Rochester and Mattapoisett)* • Priority, Estimated, and BioCore Habitats, Living Waters and Natural Communities of significance • 100- and 500-Year Floodplain and VE (areas of high velocity) • Large farm blocks, with Chapter 61a properties interspersed with much of their rural character intact. • Scenic Vistas • Significant Fisheries Resource	Marion, Mattapoisett, Rochester
P60	**AUCOOT COVE** Aucoot Cove is a shared resource located in the Towns of Mattapoisett and Marion. The Cove is capable of flushing large quantities of nitrogen due to its depth and size. The Buzzards Bay National Estuary Program has recommended this area be adopted as an Outstanding Resource Waters (ORW) for its valuable shellfish resources, eelgrass habitat, other notable flora and fauna.	Marion, Mattapoisett
P61	**PINE BARRENS/AQUIFER PROTECTION AREA** Pine Barrens occur on the dry, acidic, and sandy soils of glacial deposits. These significant natural communities are fire-dependent, requiring a fire interval of 5 to 50 years to maintain its characteristic species. Pine Barrens are globally rare areas. The barrens are a shared resource of Carver, Wareham, and Plymouth and are home to nine rare species of flora and fauna. Plymouth-Carver Sole Source Aquifer is a significant water resource for seven towns: Carver, Plymouth, Bourne, Kingston, Middleborough, Plympton, and Wareham. *(Middleborough does not draw water from this source)* • Medium to High-Yield Aquifer • IWPAs • Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of significance • 100 -and 500-Year Floodplain • Myles Standish State Forest • Significant Chapter 61 Agricultural Properties (Makepeace Cranberry properties) • Recreational and Scenic Resources	Wareham

NUMBER	DESCRIPTION	COMMUNITY
P62	**BIORESERVE (INFILL)** The Bioreserve is a 13,400-acre area designed to be able to sustain the native biodiversity of the southeastern region and protect public water supplies. The original concept was aimed at balancing the protection of biodiversity, cultural resources, economic development and human activity. The Bioreserve is managed cooperatively with The Trustee's of Reservation, the City of Fall River, the Massachusetts Executive Office of Energy and Environmental Affairs, the Department of Conservation and Recreation, and the Division of Fisheries and Wildlife. The Bioreserve builds on the City's wealth of natural resources and scenic beauty. • Water Resource District: Zone A, B, and C • Historic and Archeological Significance • Durfee Mill site • 100- and 500-Year Floodplain • IWPA/Public Water Resources • Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools	Dartmouth, Fall River, Westport
P63	**ACUSHNET SWAMP** The 1,100-acre Acushnet Cedar Swamp abuts the airport to the north, and another large swamp, the Apponagansett, surrounds the southern portion. Acushnet is a National Natural Landmark, managed by the Massachusetts Department of Environmental Protection, and is one of the largest Atlantic white cedar swamps remaining in Massachusetts. It is considered a Unique Resource Zone. Through protecting adjacent parcels, the integrity of this resource would be even better preserved. The swamp provides habitat for several different plant and animal species listed as rare or threatened by the Massachusetts Natural Heritage and Endangered Species Program. It contains areas of upland forest adjacent to a large wetland system comprise of bogs, swamps and a pond.	Dartmouth, New Bedford
P64	**NOQUOCHOKE WETLANDS** Nocquochoke Wetlands is located in Dartmouth and straddles the west end of Route 195. The Noquochoke Wetlands area is considered an exemplary acidic basin fen with the world's largest population of Long's Bullrush. It is a diverse wetland complex with many rare plants and insects.	Dartmouth

NUMBER	DESCRIPTION	COMMUNITY
P65	**FARM PROTECTION AREA** The future agricultural needs of our region deeply depend on maintaining viable farmlands and farm operations. This area provides an opportunity for permanently protecting large areas of important farmland. This area contains opportunities to protect critical farmlands. Within this priority area, there is existing development and areas that could be appropriate for redevelopment. Efforts should be made to consider how any redevelopment can be compatible with the farm resources. Large farm blocks, with Chapter 61 and Chapter 61a properties and permanently protected farms and open space from local, regional, state, and land-trust efforts. • Medium- and High-Yield Aquifer *(Westport)* • IWPAs • Zone II Water Resource Protection Areas *(Dartmouth)* • Priority and Estimated Habitat, BioCore Habitat, Living Waters, and Natural Communities of significance • 100- and 500-Year Floodplain • Scenic vistas (including miles of stone walls and historic homes and districts) • Coastal resources • Recreational resources • Allen's Pond "the let"—currently Audubon and local land trust have been actively acquiring parcels to protect this valuable Resource.	Dartmouth, Westport
P66	**APONAGANSETT COVE** Apponagansett Bay serves as the Town of Dartmouth's harbor for commercial and recreational boating. Over 300 moorings are located in the Apponangansett Bay. Dyke Creek flows into the Apponagansett Bay and its associated salt marshes are compelling candidates for protection.	Dartmouth
P67	**ALLEN'S POND ("THE LET")** Allen's Pond is an *estuarine sub-tidal coast salt pond*—a significant natural community. This is a small salt pond in good condition and adjacent to active agricultural lands. Coastal salt pond communities consist of vegetation surrounds, and in, coastal brackish ponds. These ponds are usually separated by a sand spit from the ocean. Their salinity varies and is influenced by the natural opening and closing of the spit. Development and nutrient loading along the shoreline can have degrading effects on this type of community.	Dartmouth, Westport
P68	**BRIDGEWATER PRIORITY HABITAT AND FARMLAND** This site close to the Route 104 Interchange is home to Priority Habitat and farmland making this site a good candidate for protection.	Bridgewater
P69	**NASKETUCKET BAY STATE RESERVATION AREA** This area would expand the Nasketucket Bay State Reservation due to the presence of critical beach habitat for nesting plovers and terns. There is also high quality farmland within this site.	Fairhaven, Mattapoisett
P70	**WESTERN MIDDLEBOROUGH PRIORITY HABITAT** Due to the presence of Priority Habitat, this site should be protected.	Middleborough
P71	**EASTERN MIDDLEBOROUGH PRIORITY HABITAT** Due to the presence of Priority Habitat, this site should be protected.	Middleborough

NUMBER	DESCRIPTION	COMMUNITY
P72	**FOWL MEADOW AND PONKAPOAG BOG ACEC** This area covers over 8,000 acres and includes the Neponset River and Ponkapoag Pond and Bog. It is home to aquifers, public water supplies, and 13 state-listed rare species. In addition there are historical and archaeological resources throughout the ACEC.	Canton

Combined Priority Protection/Development

C1	**MAKEPEACE VILLAGE TDR** This site is designated as a combined protection and development area because significant development is being contemplated using transfer of development rights. The increased density in the proposed village district must be designed in a way that is compatible with the area's ecological resources.	Wareham

River and Open Space Corridors

These corridors have no proposed set width or buffer. They are intended to convey the idea that lands along the rivers and providing connections between key open spaces are important protection priorities. In the case of rivers, the corridors are also intended to convey the idea that some larger parcels extending further away from the riverbank are suitable for protection as well. River and open space corridors designated on the map are as follows:

NUMBER	DESCRIPTION
R1	**SEVEN MILE RIVER**
R2	**TEN MILE RIVER**
R3	**BUNGAY RIVER**
R4	**WADING RIVER**
R5	**CANOE RIVER**
R6	**THREE MILE RIVER**
R7	**TAUNTON RIVER**
R8	**NEMASKET RIVER**
R9	**PALMER RIVER**
R10	**COLE RIVER**
R11	**LEES RIVER**
R12	**SEGREGANSET RIVER**
R13	**FALL BROOK**
R14	**WEST BRANCH OF THE WESTPORT RIVER**
R15	**EAST BRANCH OF THE WESTPORT RIVER**
R16	**PASKAMANSETT RIVER**
R17	**ACUSHNET RIVER**
R18	**MATTAPOISETT RIVER**
R19	**SIPPICAN RIVER**
R20	**AGAWAM RIVER**
R21	**ASSONET RIVER**
R22	**SLOCUM RIVER**
R23	**BLACK BROOK**
R24	**SNAKE RIVER**
R25	**MILL RIVER**
R26	**FORGE RIVER**

South Coast Rail Station Area Development

Land within easy walking distance of station areas is limited but poses significant opportunities. Within one mile of the 13 proposed South Coast commuter rail stations—and especially within a quarter mile—lies the potential for attracting new transit-oriented homes and businesses to places that have experienced long periods of disinvestment; the opportunity to create mixed-use transit-served villages in areas that have not yet been developed; and the potential to accommodate the parking needed to enable large numbers of regional commuters to conveniently access transit service.

Successful station areas will require careful planning to accommodate a variety of goals and uses within a finite amount of land.

The Corridor Plan outlines basic frameworks to guide future thinking for each of the South Coast Rail stations. Frameworks were developed through:

- Analysis of station sites, contexts and constraints
- Public station workshops, which explored community goals, preferred uses, and character of potential development
- Coordination with South Coast Rail technical and environmental analysis, including assessments of station parking needs
- Production of station-area development projections in consultation with the regional planning agencies

TOD analysis has not been developed for stations associated with bus-alternative options. Rapid Bus stations would not be likely to attract development substantially beyond what is expected to occur in the station areas without transit improvements. Developers and investors in transit-oriented development frequently view bus transit as lacking in consumer appeal when compared to rail service. They see rail service as representing a firmer commitment of government to a place and are consequently more likely to advance development around rail stations.[1]

[1] Leinberger, Christopher B. *The Option of Urbanism: Investing in a New American Dream*. Washington, DC: Island Press, 2008. p127.

New station locations within the South Coast Rail project have been selected and designed to address several key public goals:

- **To serve existing residential and employment centers within the region** stations are located close to the centers of Fall River, New Bedford and Taunton, and in multiple town centers within the region.
- **To foster new development around stations** by encouraging compact transit-oriented development around new stations, South Coast communities and the Commonwealth as a whole can maximize the benefits of the rail project, ensuring convenient access to commuter rail, increasing system ridership, and spurring environmental and economic development benefits.
- **To accommodate people arriving by a range of different modes: car, bus, foot or bike** by responding to differences in station site capacities and locations, and by providing a systemwide approach aimed at serving walk-in commuters, cyclists, and those arriving at the station by car or bus.
- **To address the operational needs of the rail system and provide access for future riders** by seeking to provide optimal spacing between stations, uniform platform lengths, and accessibility.

Station Types

Proposed South Coast Rail stations are located in a variety of environments. Some lie within or adjacent to the region's historic downtowns (e.g., Fall River, New Bedford, Taunton, Stoughton). Others are located in new growth centers with low-density environments more distant from population or employment centers. These station sites were selected to serve riders who will drive to stations and because of future opportunities to host new homes and businesses close to the station.

South Coast Rail station locations also vary in their proximity to natural and cultural resources, ease of access to highways, amount of developable land within walking distance, particulars of land ownership, need for environmental remediation, market potential, and the extent to which they can

accommodate sizeable surface parking lots. Given current conditions at station sites and potential future character, stations within the South Coast fall into four basic categories:

- **Multimodal Hub:** These stations combine bus and rail access, possible structured parking, and transit-oriented development. Multimodal Hub stations are sited in major urban settings where limited available land area requires a compact station and parking facility. Transit-oriented development will be located around the station areas. As these stations lie within dense urban settings, high-quality pedestrian and bicycle connections to surrounding areas are critical. Multimodal Hub stations include Fall River Depot, Whale's Tooth in New Bedford, and Downtown Taunton.
- **New Center:** These stations provide significant opportunities for transit-oriented development in the near and mid term, and also include commuter parking, often in surface lots. Parking needs to be accommodated thoughtfully so as not to detract from the potential for mixed-use development around the station. Pedestrian connections to surrounding areas are also important, both to serve transit riders from those areas and to integrate TOD areas with surrounding districts. New Center stations can be within urbanized areas or areas that have seen limited previous development. New Center stations include Freetown, King's Highway, and Raynham Place.
- **Village Station:** These stations are located within developed urban areas or town centers. They offer limited parking, and primarily serve commuters arriving by foot, bike, or via station area drop-offs. Undeveloped land close to these stations is limited but there are opportunities for new homes and businesses through infill of "holes" in already developed areas. Infill opportunities often include reuse of existing buildings and redevelopment of underutilized properties. Strong pedestrian and bike connections to surrounding areas are vital to the success of these stations, which include Taunton, Barrowsville, Easton Village and Stoughton.
- **Park-and-Ride Station** will be built to include sizeable surface lots to serve transit riders driving to the station from around the region. TOD opportunities in the immediate station area may be limited in the near to mid-term. Over the longer term, these stations may offer significant opportunities to accommodate transit-oriented development through redevelopment of major land parcels surrounding the station area, through replacement of surface commuter parking areas with mixed-use development and structured parking. The stations are being designed so that such future redevelopment is not precluded. Pedestrian connections should be provided between these stations and surrounding districts. Park-and-ride stations include Taunton Depot and North Easton.

Guidelines for Station and Station Area Development

The South Coast Rail project provides an opportunity to approach parking and station area development in new ways. The Commonwealth is committed to catalyzing transit-oriented development in station areas and providing adequate parking to maximize ridership while applying the lessons learned from past projects. These objectives can be met through good design. The following design goals and considerations will guide station area and parking planning.

1) **Adopt a tailored approach for each station site while optimizing system-wide performance.**

   Goal: Approach each station site as a unique design opportunity to achieve the site's highest potential while optimizing development and parking potential system-wide.

   - Redistribute parking capacity to direct regional ridership toward collector stations designed to accommodate more parking. Constrain parking in neighborhoods and village centers to minimize local impacts while considering overall ridership impacts.
   - Utilize a variety of ownership and development models for station sites while maximizing the potential for public

ownership, as this is often a critical factor in achieving successful and coordinated TOD. For example, some sites may have a willing land owner who can partner with the MBTA but may need assistance with development expertise. At other sites, the T may purchase land around the station or distribute a Request for Information to willing land owners to solicit development proposals.

- Develop standards, templates, and checklists for materials and design considerations, where appropriate, so the project can be replicated; control costs and facilitate maintenance.

2) Encourage development and plan for future development at station sites and in a one-mile radius around stations.

Goal: Plan for economic and housing development at station sites and catalyze smart-growth investments within the one-mile station radii.

- Plan for TOD at all station sites with the knowledge that some sites will be ready for TOD development sooner than others.
- Adopt an adaptable and flexible design approach to accommodate future growth and market changes. For example, station parking should be designed not to preclude future TOD and, in fact, be sited to readily encourage development.
- Market and program economic development and employment in station areas. Develop jobs in station areas by locating state facilities at TOD sites; establish green-business-incubator demonstration projects in Gateways Cities Plus communities; develop pre-permitted sites for development; and coordinate with the Massachusetts Office of Business Development (MOBD) and the public workforce-development system to recruit firms.
- Work with state and quasi-public agencies to develop and implement capital funding for TOD at station sites and in station areas. The TOD Bond Program and the Off-Street Parking Program are two examples. These programs, among others, may be able to provide funding or assist in leveraging other funding sources.

3) Manage parking demand.

Goal: Provide adequate and equitable parking options that respect community character.

- Partner with public and private parking providers. These partnerships can reduce the need to commit new resources to parking for the South Coast Rail project, particularly where shared parking may be feasible for different users during each day.
- Develop effective parking demand and supply strategies in partnership with host communities to minimize negative traffic and parking impacts.
- Estimate future station parking demand for a period of 25 years following South Coast Rail's completion date, incorporating a reserve of 15% to 20% additional capacity. Conduct a legal assessment on whether the Commonwealth can bank land for future parking demand and, if so, identify the mechanisms and parameters for banking. If land banking is implemented the South Coast Rail project team should design and landscape such banked properties, providing opportunities for passive open space.
- Provide gap financing for structured parking at station sites with the greatest TOD potential.
- Consider substituting demand-based parking pricing for the the uniform pricing used throughout the MBTA system today. Pricing should recapture costs, encourage parking in stations designed to accommodate parking, and be equitable to users. Pricing should be based on:
  1) parking-facility capital and operating costs;
  2) parking capacity at different stations (i.e., parking will be less expensive at stations designed as regional parking centers). When considering stations for regional parking centers and the pricing of parking at those stations, it will be important to

consider the location of a station within particular fare zones, to avoid encouraging commuters to drive longer distances to reach a lower-fare zone;

3) parking location at a station (i.e., parking will be cheaper the further the space is from the station). This would apply where a significant number of spaces are located a long distance from the station;
4) vehicle specifications (i.e., parking will be cheaper for more environmentally-friendly vehicles and for carpools and vanpools);
5) South Coast Rail customer's overall trip cost, including the transit fare and zone.

4) Encourage use of transit and non-motorized transportation to and from all station sites.

Goal: Provide safe, convenient access to and from the station for all modes of transportation.

- Identify and remove barriers to bicycling or walking to the station; invest in creating better walking and bicycling connections from neighboring residences and employment centers to the stations.
- Provide secure bicycle parking facilities such as bike cages, lockers, and weather-protected racks at the stations.
- Work with the regional transit authorities (RTAs) and other transportation providers in the South Coast Rail service area to create new— or integrate existing—local and regional bus services with the South Coast Rail project. Vehicle and station physical connections and intermodal schedule coordination will need to be integrated. Coordination will be needed with South Coast Rail service area transportation management associations (TMAs), councils on aging, and services organized or provided by the Commonwealth's commuting options program (currently MassRIDES) at the time South Coast Rail is implemented.
- Promote the use of South Coast Rail as a new transportation option: 1) as part of an MBTA system-wide campaign; 2) with specially developed public service announcements (PSAs) and community focus groups during the project design phase, and 3) during South Coast Rail construction phase and in advance of South Coast Rail service commencement. Such work can be conducted on a continuous basis once initiated; it should be conducted in concert with the RTAs, with MassBike, Walk-Boston and with similar organizations.

5) Green all stations and station areas.

Goal: Design station areas and station parking to be environmentally-friendly and energy-efficient.

- Assess renewable and alternative energy feasibility for all station areas and along the entire rail right-of-way. Install solar PV on platform canopies and over parking lots and structures, which could power lighting and outlets for plug-in hybrids. Install wind power where appropriate.
- Incorporate low-impact development (LID) techniques and strategies to maximize groundwater recharge and minimize stormwater runoff in parking lots and from other impervious surfaces.
- Construct the stations from recycled, reused and/or local materials. Use energy-efficient technologies for lighting, heating, and cooling.
- Set a target of net zero energy for new developments within a one-mile radius of stations, including enhanced energy efficiency and green building standards.
- Encourage municipalities to set green building standards or higher energy-efficiency building-code requirements for developments in station areas. Encourage municipalities to achieve Green Communities designation municipality-wide.
- Build cost premiums for greening activities into the project cost, and use life-cycle costing. Maintenance requirements must be built into the operating and maintenance contracts.

Station-Area Development

Station areas vary in their ability to attract and accommodate development. Estimates of net new housing units and net new commercial space an-

Table 6-1: New Development Projected Within a One-Mile Radius of Stations, 2010–2030

STATION	ROUTE ALTERNATIVE	HOUSING UNITS	SQUARE FEET OF COMMERCIAL SPACE
Battleship Cove	Attleboro Stoughton	470	94,500
Fall River Depot	Attleboro Stoughton	610	132,800
Freetown	Attleboro Stoughton	810	153,400
Whale's Tooth	Attleboro Stoughton	1,250	487,000
King's Highway	Attleboro Stoughton	360	226,700
Taunton Depot	Attleboro Stoughton	340	319,100
Taunton	Stoughton	660	445,700
Downtown-Taunton	Attleboro	920	614,500
Barrowsville	Attleboro	330	64,500
Raynham Place	Stoughton	670	189,400
Easton Village	Stoughton	450	3,900
North Easton	Stoughton	290	10,300
Stoughton	Stoughton	1,510	424,900

Note: Numbers represent net new development.

ticipated within a one-mile radius of each proposed station area by 2030 were developed in collaboration with the regional planning agencies (Table 6-1). Opportunities around some stations (e.g., Whale's Tooth in New Bedford, Freetown) are significant.

Planning for Station Areas

Communities such as Taunton and Stoughton have already taken the initiative to create new zoning to promote transit-oriented development around stations. For many other communities, changes will be needed to capture the full potential of transit-oriented development. The Commonwealth will continue to work with communities as plans for station development advance to ensure that sufficient infrastructure is in place to enable them to gain optimum benefits from TOD.

This section includes a general overview of the potential of each station area. Concept Plans have been developed for a subset of stations to provide a starting point for more detailed station-area planning going forward.

The issues at several stations are quite complex, involving the need for regulatory change, land assembly, market analysis, and transportation studies. Communities would benefit from station-area planning efforts that consider a wide range of community, economic, market and environmental factors. Such processes would also provide an opportunity to further engage local citizens, landowners, elected officials, community boards and commissions, and other interested parties in shaping station-area plans that are consistent with local and regional goals.

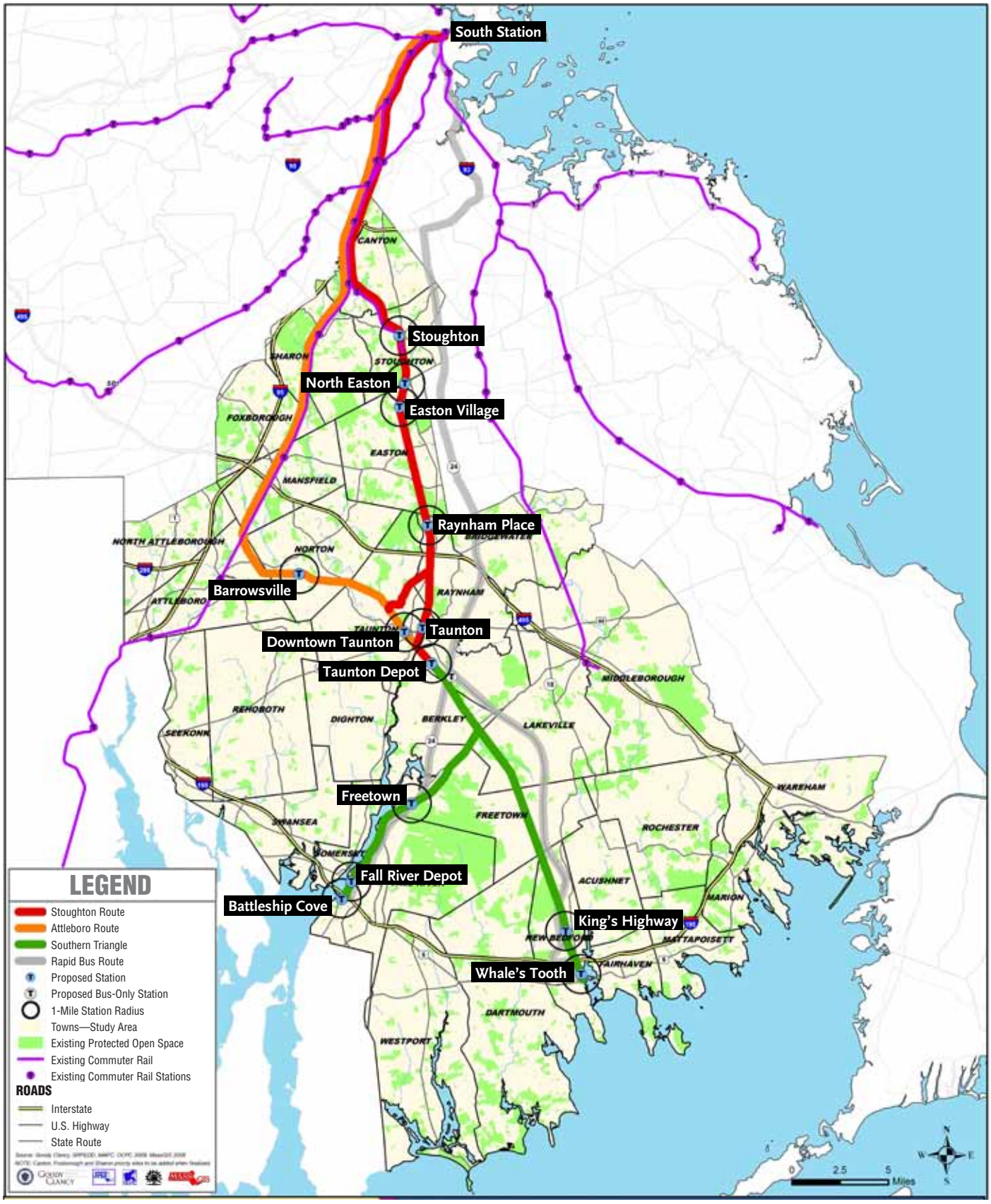
The following are key characteristics of proposed rail station sites:

- **Battleship Cove (Fall River): Mixed-Use, Transit-Served Arts District**
  Continued infill development and reuse of existing structures within the Battleship Cove area would help support this area's emergence as an urban center of arts and culture.

- **Fall River Depot: Mixed-Use, Transit-Served Waterfront Redevelopment**
  Transformation of Route 79 and Davol Street into a single boulevard with a new alignment would make scarce land more available for development around Fall River's primary station. Limited acquisition of land for the station is recommended to take place in the near future. Revision of zoning might be necessary to enable future mixed-use redevelopment of adjacent retail areas. *A Concept Plan for the area is included.*

- **Freetown: New Village Center for the Town**
  The Town is considering zoning revisions to allow village-style, mixed-use redevelopment of the area around the station. *Concept Plan included.*

Figure 6-3: Proposed South Coast Rail Stations



- **Whale's Tooth (New Bedford): Station Area Development Links Key Districts and City Neighborhoods**
  Acquisition of land along Route 18 is recommended to help create a pedestrian-friendly connection between the Hicks-Logan-Sawyer redevelopment area and the station. *Concept Plan included.*

- **King's Highway (New Bedford): Mixed-Use Neighborhood Center**
  Zoning revisions would likely be required to support mixed-use redevelopment of the shopping center and industrial land along Church Street. A detailed planning study is needed to investigate market potential, address vehicular access issues, and engage multiple property owners. *Concept Plan included.*

- **Taunton Depot: Regional Park-and-Ride Station Served by Bike and Pedestrian Paths**
  Additional housing and the provision of bike and pedestrian paths would enable broad and active use of this station. *Concept Plan included.*

- **Taunton: New Station Area Residential Development**
  A TOD overlay district is already in place to enable higher density residential development around the station. *Concept Plan included.*

- **Downtown Taunton: New Mixed-Use, Transit-Served Downtown Hub**
  TOD zoning is already in place, enabling higher density mixed-use development around the station. Zoning revisions and more detailed planning may be needed to support long-term mixed-use redevelopment of the adjacent shopping area and to create better pedestrian connections to the center of Taunton. *Concept Plan included.*

- **Barrowsville (Norton): Village Infill Development**
  Zoning revisions may be needed to enable additional housing and a mix of uses around the station.

- **Raynham Place: New Transit-Oriented Village**
  A detailed planning study, undertaken in collaboration with the property owner, is needed to more fully investigate market potential, identify future mix of uses and illuminate any site constraints. Zoning revisions may be needed. *Concept Plan included.*

- **Easton Village: Renewing an Historic Transit Village**
  Sensitive adaptive reuse of the historic Shovel Shop structures could provide multifamily housing steps from the station and breathe new life into a vital piece of Easton's past. Careful and informed planning is essential, and zoning revisions may be needed. *Concept Plan included.*

- **North Easton: Park-and-Ride Station Complements Existing Mix of Uses**
  In the short term, this station is envisioned as serving a regional park-and-ride function with good pedestrian and bicycle access. Over the longer term, development of adjacent properties is possible. *Concept Plan included.*

- **Stoughton: Strengthening a Mixed-Use Transit-Served Town Center**
  Favorable market conditions and proactive efforts by the Town—including a downtown plan and recently adopted Mixed-Use Overlay District—are encouraging transit-oriented development within the station area. Implementation of strategies identified through Stoughton's South Coast Rail technical assistance effort could help advance redevelopment of key underutilized parcels. *Concept Plan included.*

Concept Plans

The following pages include Concept Plans for eleven possible rail stations. The plans were developed through a process that included station-area workshops in several communities. These plans suggest potential longer-term opportunities around station sites and represent a starting point—and only a starting point—for the next round of community discussions. Development programs indicated on plans represent new development highlighted on plans only.

Fall River Depot Concept Plan

MIXED-USE, TRANSIT-SERVED WATERFRONT REDEVELOPMENT

Fall River Depot Station will be located on the city's former station site, bringing new transit service within walking distance of thousands of households. Comprehensive redevelopment of land between the rail line and the waterfront could incorporate commercial and residential development while reconnecting the city to its waterfront.

DEVELOPMENT PROGRAM
- 200,000SF commercial
- 200 housing units

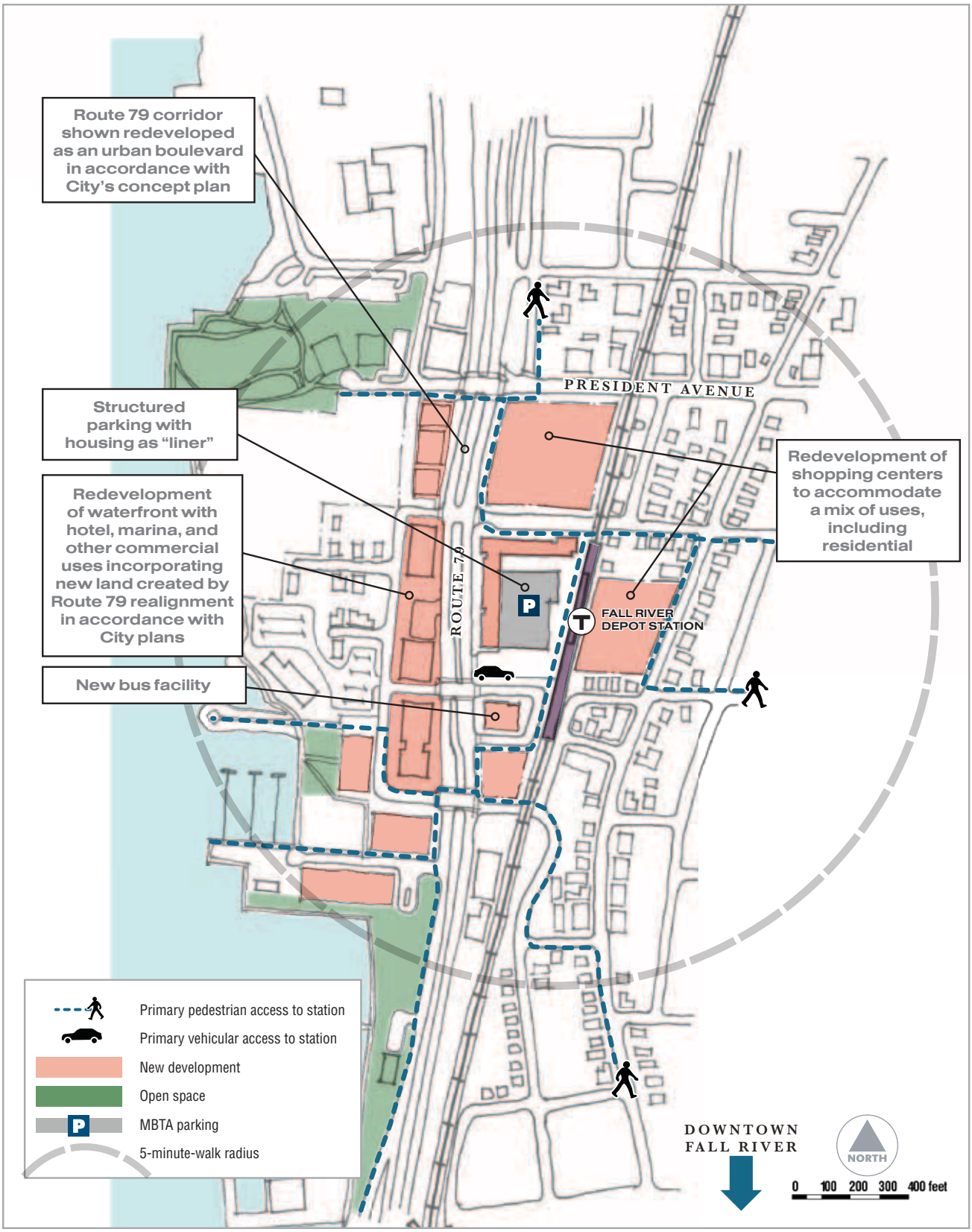
Potential Future Character

NEW MIXED-USE DEVELOPMENT

Areas around the station could support mixed-use development with office, retail, residential and other uses.

A MIX OF NEW HOUSING
- Multi-family
- Townhouses

Housing could form a liner to the station garage, forming an attractive edge to a redeveloped Route 79 and enjoying views of the waterfront.


Route 79 corridor shown redeveloped as an urban boulevard in accordance with City's concept plan
Structured parking with housing as "liner"
Redevelopment of waterfront with hotel, marina, and other commercial uses incorporating new land created by Route 79 realignment in accordance with City plans
New bus facility
Redevelopment of shopping centers to accommodate a mix of uses, including residential
PRESIDENT AVENUE
ROUTE 79
FALL RIVER DEPOT STATION
Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
DOWNTOWN FALL RIVER
NORTH
0 100 200 300 400 feet

Freetown Station Concept Plan

NEW VILLAGE CENTER FOR THE TOWN

The station can be a focal point for Freetown's newest village center, Assonet Village, complementing the town's historic centers. The new transit-oriented village on South Main Street can host housing and supporting commercial and civic uses. New pedestrian and bike trails would extend from the center linking to open spaces, including Peace Haven and the waterfront. Shuttles from the station could link to major employment centers such as the SouthCoast BioPark and other major development planned for the area.

DEVELOPMENT PROGRAM
- 25,000SF retail/office
- 200 housing units

(1/4 -mile radius only)

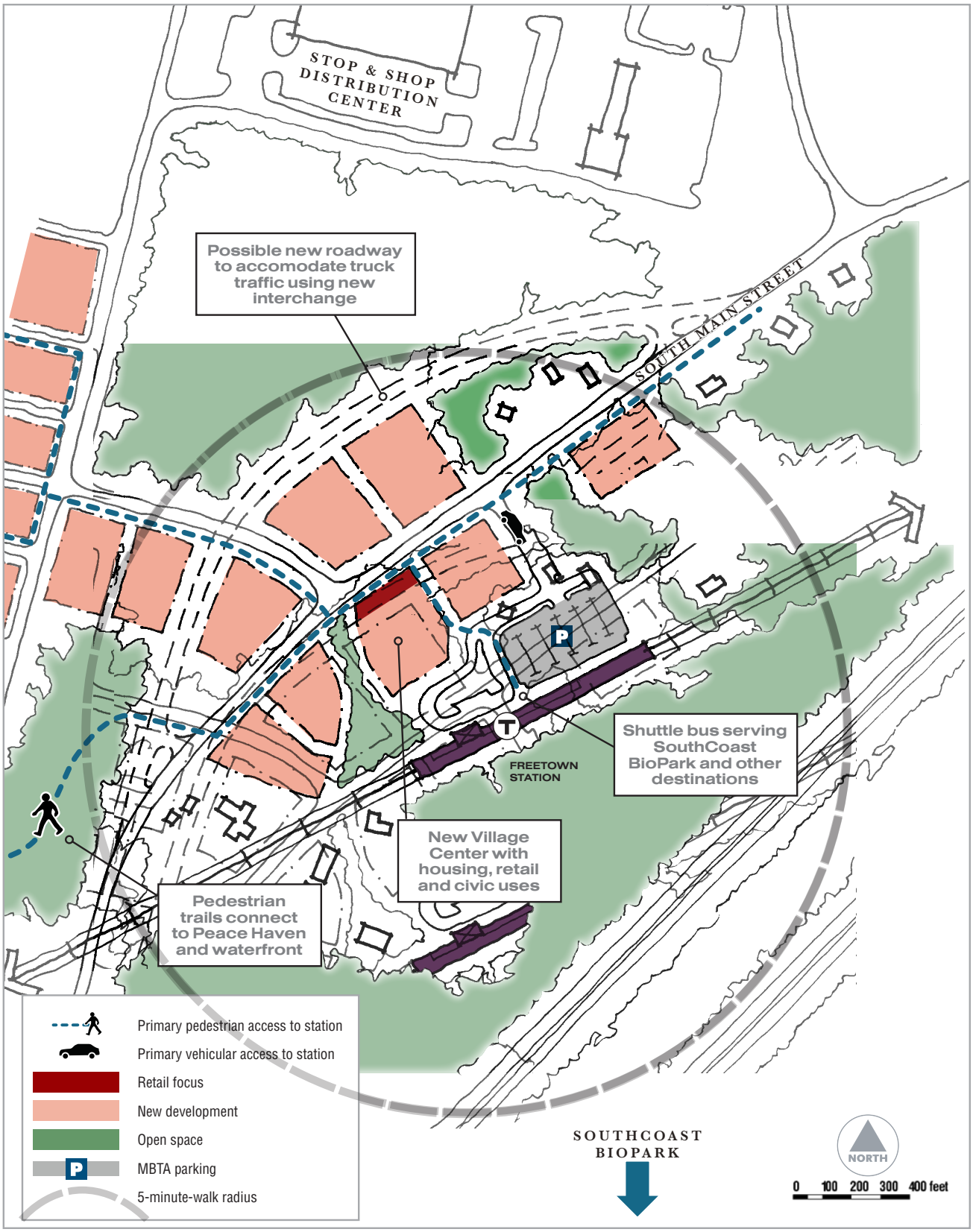
Potential Future Character

NEW MIXED-USE DEVELOPMENT

Examples of types of buildings that could help to create a village character while including a mix of retail, office and housing.

A MIX OF NEW HOUSING
- Multifamily
- Townhouses

Examples of TOD housing that may be appropriate for a new village center.


STOP & SHOP DISTRIBUTION CENTER
Possible new roadway to accomodate truck traffic using new interchange
SOUTH MAIN STREET
P
T
FREETOWN STATION
Shuttle bus serving SouthCoast BioPark and other destinations
New Village Center with housing, retail and civic uses
Pedestrian trails connect to Peace Haven and waterfront
Primary pedestrian access to station
Primary vehicular access to station
Retail focus
New development
Open space
MBTA parking
5-minute-walk radius
SOUTHCOAST BIOPARK
NORTH
0 100 200 300 400 feet

Whale's Tooth Station Concept Plan

STATION AREA DEVELOPMENT LINKS KEY DISTRICTS AND CITY NEIGHBORHOODS

New development around the station would enhance its attractiveness and strengthen pedestrian linkages to downtown New Bedford, city neighborhoods and major future mixed-use development in the Hicks-Logan-Sawyer redevelopment area north of Wamsutta Street. New development along Route 18 would enhance this important gateway to the city and provide a transition between city neighborhoods and the working waterfront. Development of a parking structure over the longer term could free additional land for development.

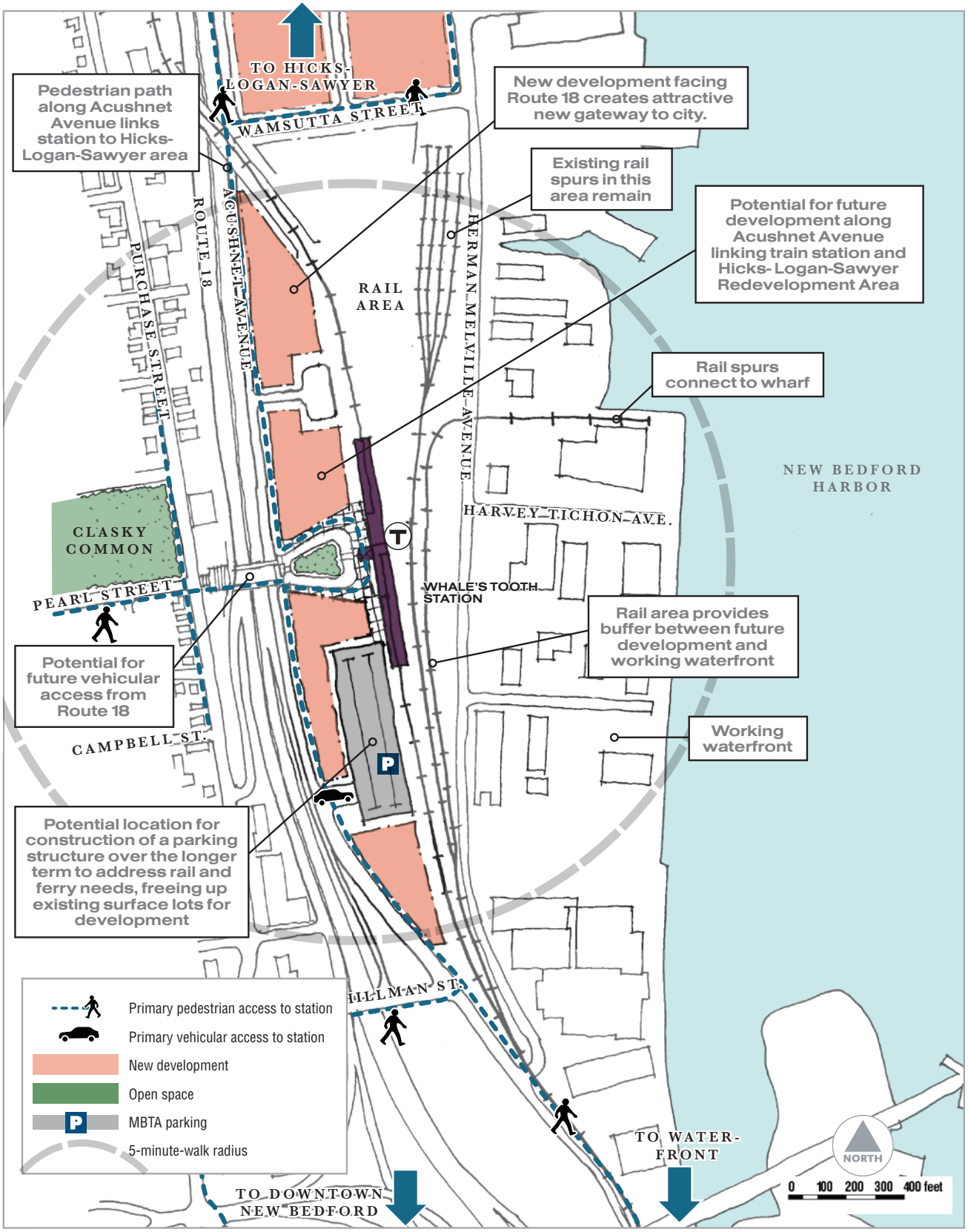
DEVELOPMENT PROGRAM
- 500,000SF commercial
- 1,400 housing units

(includes station area and Hicks-Logan-Sawyer)

Potential Future Character

The City's plans for Hicks-Logan-Sawyer will create a vibrant district that combines new and older structures.

Office or residential use could line a future parking structure, presenting an attractive face to Route 18.


TO HICKS-LOGAN-SAWYER
Pedestrian path along Acushnet Avenue links station to Hicks-Logan-Sawyer area
WAMSUTTA STREET
New development facing Route 18 creates attractive new gateway to city.
Existing rail spurs in this area remain
Potential for future development along Acushnet Avenue linking train station and Hicks- Logan-Sawyer Redevelopment Area
ROUTE 18
ACUSHNET AVENUE
PURCHASE STREET
RAIL AREA
HERMAN MELVILLE AVENUE
Rail spurs connect to wharf
NEW BEDFORD HARBOR
HARVEY TICHON AVE.
CLASKY COMMON
PEARL STREET
WHALE'S TOOTH STATION
Rail area provides buffer between future development and working waterfront
Potential for future vehicular access from Route 18
CAMPBELL ST.
Working waterfront
Potential location for construction of a parking structure over the longer term to address rail and ferry needs, freeing up existing surface lots for development
HILLMAN ST.
Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
TO WATER-FRONT
TO DOWNTOWN NEW BEDFORD
NORTH
0 100 200 300 400 feet

King's Highway Station Concept Plan

MIXED-USE NEIGHBORHOOD CENTER

Redevelopment of the existing shopping center would provide an opportunity to create a mixed-use neighborhood center that combines retail, office, entertainment, and other uses close to new multifamily homes. New streets with sidewalks and a public square would establish a walkable and attractive place. A mix of new homes and commercial development east of the tracks would help create a transition to the existing residential neighborhood east of Church Street. Pedestrian paths to the station and commercial amenities would serve surrounding neighborhoods, both new and existing.

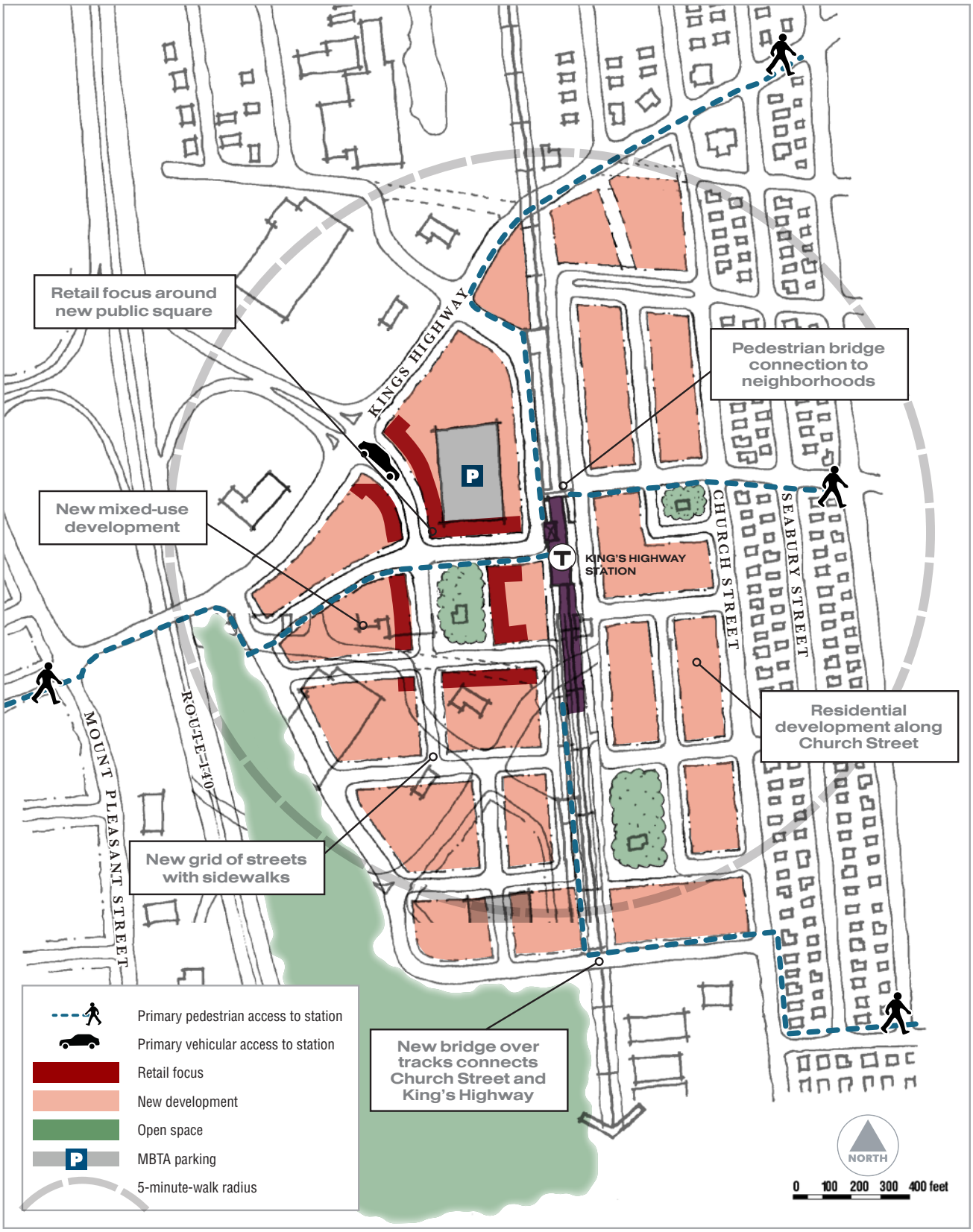
DEVELOPMENT PROGRAM
- 250,000SF retail/office
- 350 housing units

Potential Future Character

NEW MIXED-USE DEVELOPMENT

A mix of retail, office and residential uses could create the focus for a new neighborhood center.

A MIX OF NEW HOUSING
- Multifamily
- Townhouses


Retail focus around new public square
Pedestrian bridge connection to neighborhoods
New mixed-use development
Residential development along Church Street
New grid of streets with sidewalks
New bridge over tracks connects Church Street and King's Highway
KINGS HIGHWAY
KING'S HIGHWAY STATION
CHURCH STREET
SEABURY STREET
MOUNT PLEASANT STREET
ROUTE 140
Primary pedestrian access to station
Primary vehicular access to station
Retail focus
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

Taunton Depot Station Concept Plan

REGIONAL PARK-AND-RIDE STATION SERVED BY BIKE AND PEDESTRIAN PATHS

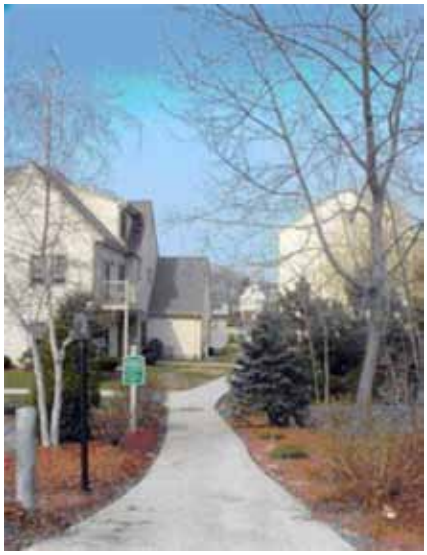
Ample parking would enable commuters from Taunton and surrounding communities to take full advantage of this station, with its easy access to regional highways. Pedestrian and bike paths would provide an attractive route to the station and shopping center for those living nearby. In the long term, redevelopment of the shopping center and expansion of nearby multifamily housing areas provide opportunities to introduce more homes and businesses close to the station.

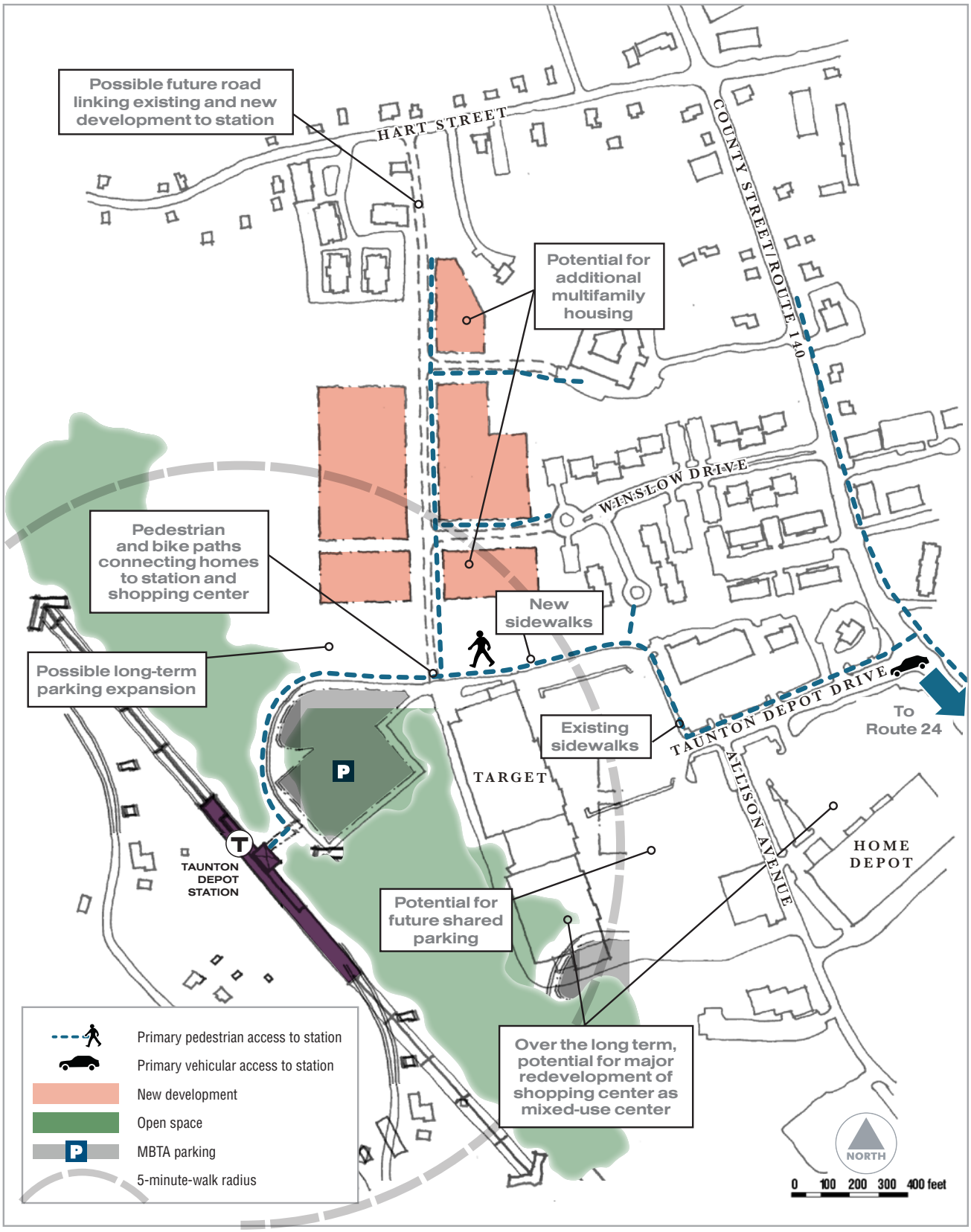
DEVELOPMENT PROGRAM
- 150–250 housing units

Potential Future Character

HOUSING
- Multifamily
- Single-family

BIKE AND PEDESTRIAN PATHS




Possible future road linking existing and new development to station
HART STREET
COUNTY STREET/ROUTE 140
Potential for additional multifamily housing
WINSLOW DRIVE
Pedestrian and bike paths connecting homes to station and shopping center
New sidewalks
Possible long-term parking expansion
TAUNTON DEPOT DRIVE
To Route 24
Existing sidewalks
TARGET
ALLISON AVENUE
HOME DEPOT
TAUNTON DEPOT STATION
Potential for future shared parking
Over the long term, potential for major redevelopment of shopping center as mixed-use center
Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

Taunton Station Concept Plan

NEW STATION AREA RESIDENTIAL DEVELOPMENT

Townhouses, duplexes and multi-family housing could provide new homes close to the station. Pedestrian paths could connect the new residential area and station to downtown, as well to recreation space to the east.

DEVELOPMENT PROGRAM
- 125 –175 housing units
- Complementary uses

Potential Future Character

BIKE AND PEDESTRIAN PATHS

Bike and pedestrian paths

HOUSING
- Multifamily
- Duplex
- Townhouse

Townhome and multifamily housing

Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
Stream
New green space
New housing close to the station
New streets and sidewalks
Possible future pedestrian bridge and path to playing fields
Ball fields
Redevelopment opportunity to east of tracks
Former station building
Pedestrian connection to downtown Taunton
TAUNTON STATION
ARLINGTON STREET
LONGMEADOW ROAD
DEAN STREET
TAUNTON RIVER
NORTH
0 100 200 300 400 feet

Downtown Taunton Station Concept Plan

NEW MIXED-USE, MULTIMODAL DOWNTOWN HUB

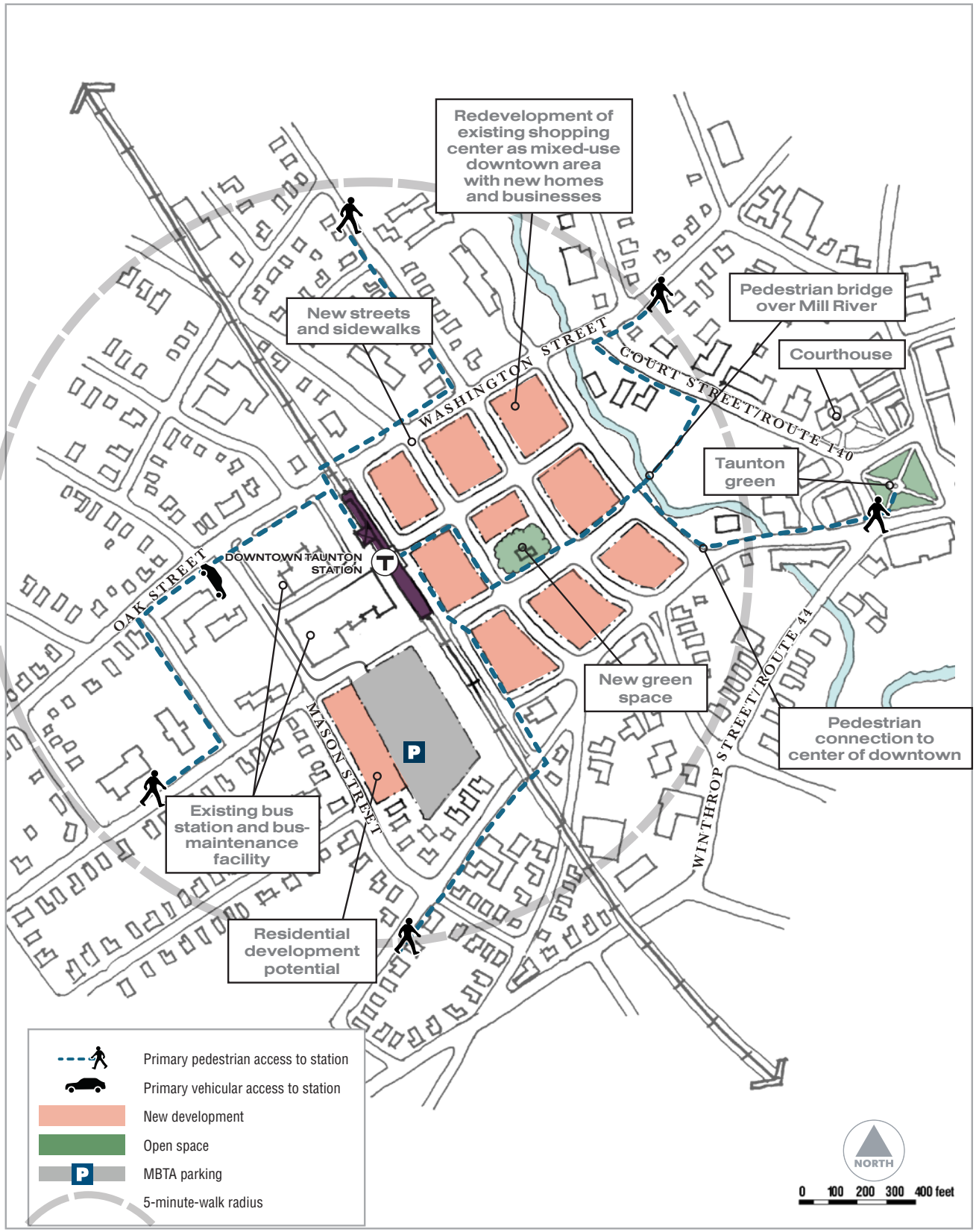
On the west side of the tracks, structured parking, the GATRA bus station and maintenance facility, and new development along Oak Street could accompany this downtown Taunton commuter rail station. East of the tracks, long-term redevelopment of the shopping center would provide an opportunity to create a new mixed-use destination that strengthens downtown Taunton, adding new homes and businesses close to the station.

DEVELOPMENT PROGRAM
- 100,000SF retail/office
- 500 housing units

Potential Future Character

NEW MIXED-USE DEVELOPMENT

A MIX OF NEW HOUSING
- Multifamily
- Townhouses


Redevelopment of existing shopping center as mixed-use downtown area with new homes and businesses
New streets and sidewalks
Pedestrian bridge over Mill River
Courthouse
Taunton green
New green space
Pedestrian connection to center of downtown
Existing bus station and bus-maintenance facility
Residential development potential
WASHINGTON STREET
COURT STREET/ROUTE 140
OAK STREET
DOWNTOWN TAUNTON STATION
MASON STREET
WINTHROP STREET/ROUTE 44
Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

Raynham Place Station Concept Plan

NEW TRANSIT-ORIENTED VILLAGE

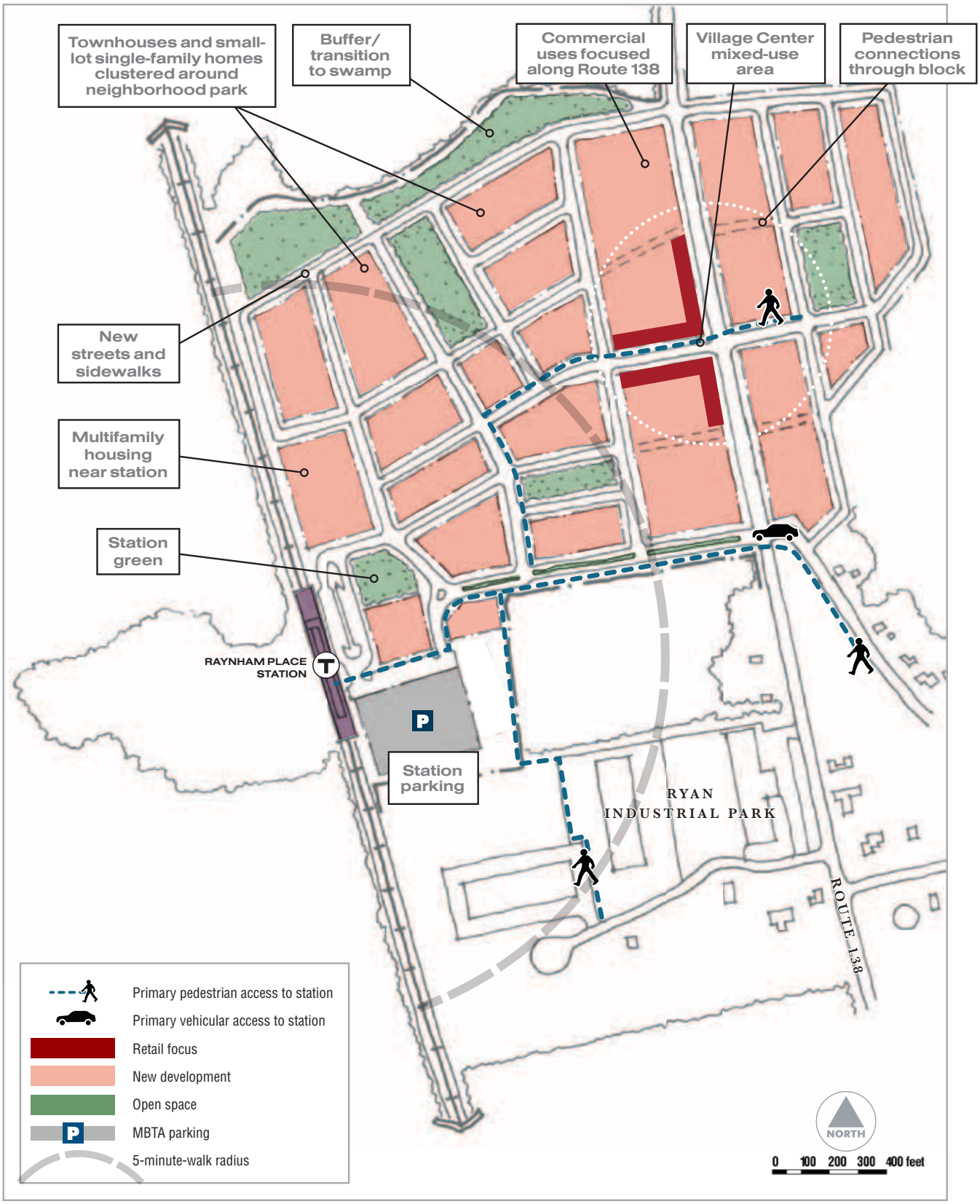
Raynham Place Station will be located on the current site of the Raynham Park dog track near the town's northern border. With large amounts of land now devoted to parking and other low-intensity uses, the station area offers significant potential for redevelopment as a new transit-oriented village. Through redevelopment of land within a 10-minute walk of the station, the Raynham Place Station area could accommodate a mix of new housing, a village center of retail, office and entertainment uses, and a sufficient supply of commuter parking.

DEVELOPMENT PROGRAM
- 400–600 housing units
- 15,000–50,000SF retail
- 75,000–180,000SF non-retail commercial

Potential Future Character

VILLAGE CENTER/MIXED-USE
- Retail
- Office
- Residential
- Hotel
- Entertainment

A RANGE OF RESIDENTIAL DENSITIES
- Single-family
- Townhouse
- Multifamily


Townhouses and small-lot single-family homes clustered around neighborhood park
Buffer/ transition to swamp
Commercial uses focused along Route 138
Village Center mixed-use area
Pedestrian connections through block
New streets and sidewalks
Multifamily housing near station
Station green
RAYNHAM PLACE STATION
Station parking
RYAN INDUSTRIAL PARK
ROUTE 138
Primary pedestrian access to station
Primary vehicular access to station
Retail focus
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

Easton Village Concept Plan

RENEWING AN HISTORIC TRANSIT VILLAGE

Easton Village is a classic New England transit village today—but without train service. Re-establishment of train service has the potential to bring new life to the village, supporting limited infill development and adaptive reuse of older, historic structures. The historic Shovel Shop complex, for example, could be preserved and renovated as a mixed-use or residential development.

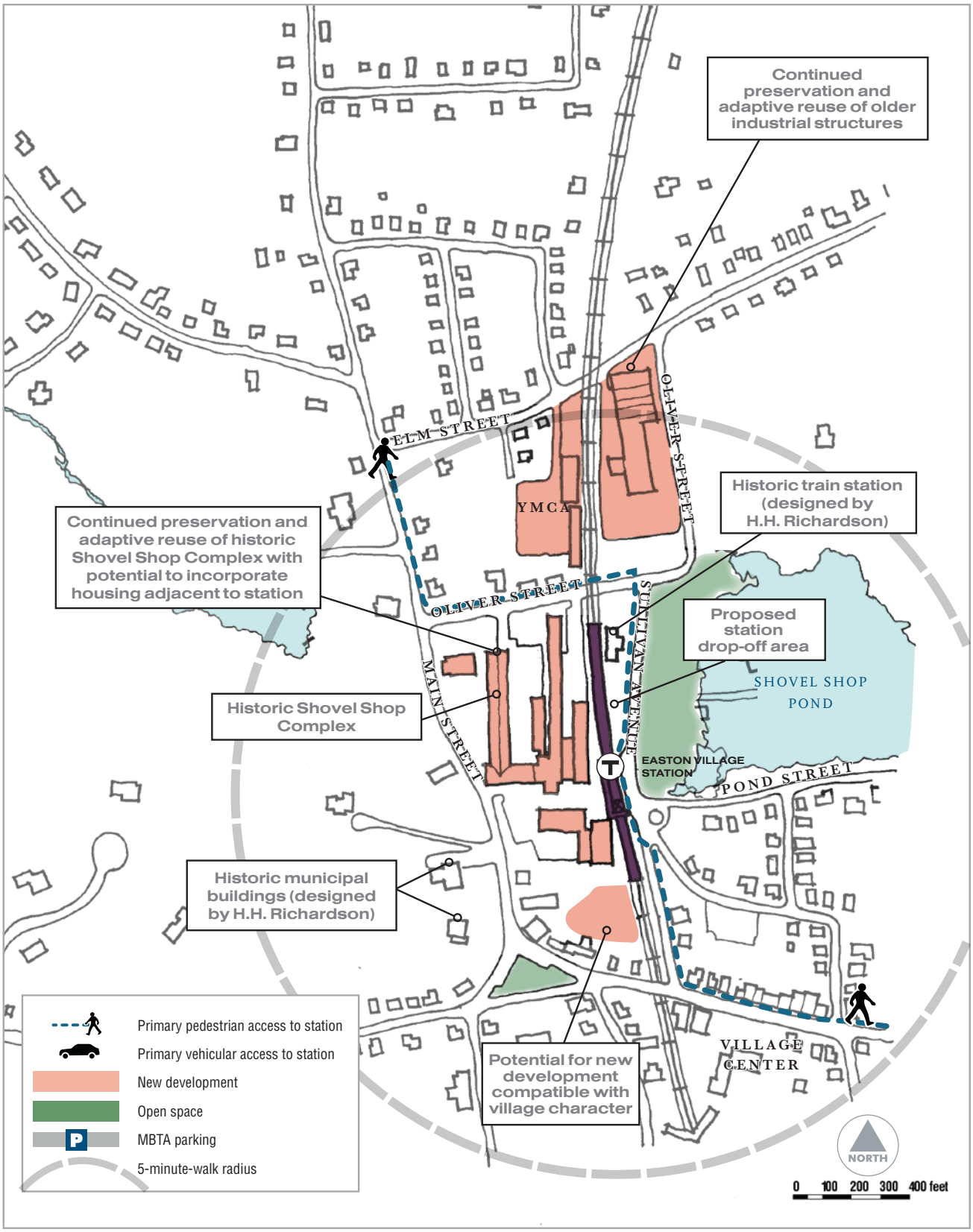
DEVELOPMENT PROGRAM
- 150–250 housing units
- 15,000–30,000SF retail/ office

Easton Library (designed by H.H. Richardson)

Shovel Shop

Historic station

YMCA buildings


Continued preservation and adaptive reuse of older industrial structures
Historic train station (designed by H.H. Richardson)
Proposed station drop-off area
Continued preservation and adaptive reuse of historic Shovel Shop Complex with potential to incorporate housing adjacent to station
Historic Shovel Shop Complex
Historic municipal buildings (designed by H.H. Richardson)
Potential for new development compatible with village character
ELM STREET
OLIVER STREET
YMCA
SULLIVAN AVENUE
MAIN STREET
SHOVEL SHOP POND
EASTON VILLAGE STATION
POND STREET
VILLAGE CENTER
Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

North Easton Concept Plan

PARK-AND-RIDE STATION COMPLEMENTS EXISTING MIX OF USES

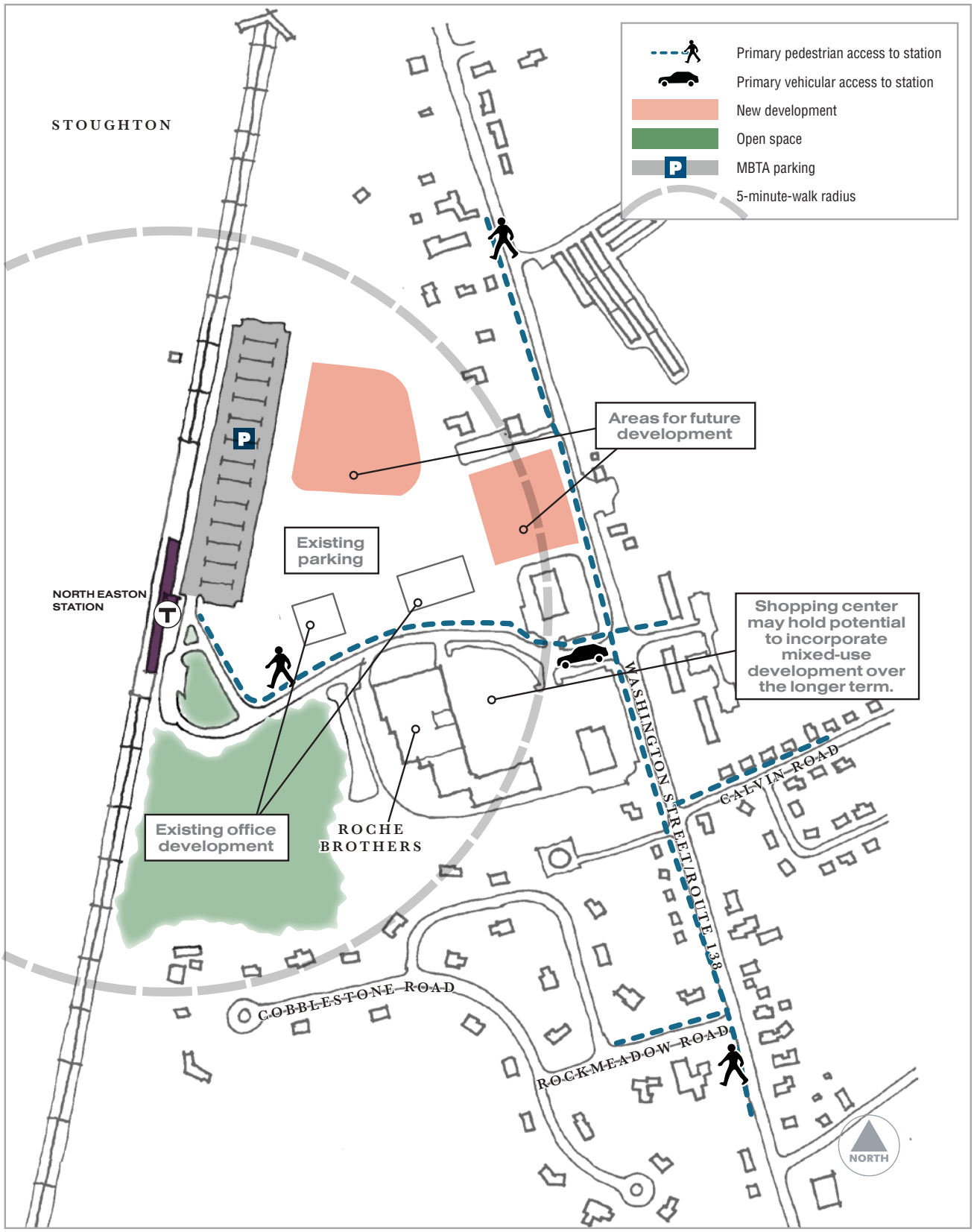
Ample parking at the North Easton Station would serve the needs of commuters and area residents, in an area that already includes shopping, medical services and other office uses. Bike and pedestrian connections will link the station to surrounding neighborhoods. In the near term, sites at the edges of the shopping/office area could host new residential development. Over the longer term, structured parking could replace surface lots and allow more development, creating a pedestrian-friendly, mixed-use center.

DEVELOPMENT PROGRAM
- 125 housing units (near term)

The site today: office and retail uses separated by expanses of parking.

Potential Future Character

MIXED-USE DEVELOPMENTS
Longer-term redevelopment could include office or residential space over ground-floor retail.


Primary pedestrian access to station
Primary vehicular access to station
New development
Open space
MBTA parking
5-minute-walk radius
STOUGHTON
Areas for future development
Existing parking
NORTH EASTON STATION
Shopping center may hold potential to incorporate mixed-use development over the longer term.
WASHINGTON STREET/ROUTE 138
CALVIN ROAD
Existing office development
ROCHE BROTHERS
COBBLESTONE ROAD
ROCKMEADOW ROAD
NORTH

Stoughton Station Concept Plan

STRENGTHENING A MIXED-USE, TRANSIT-SERVED TOWN CENTER

Significant redevelopment of underutilized land west of the tracks provides opportunities for new housing and parks. East of the tracks, in the heart of downtown, redevelopment of the post office site and reuse of the historic station building could bring new life to Stoughton's town center.

DEVELOPMENT PROGRAM
- 300–350 housing units
- 10,000–25,000SF retail/ office

Potential Future Character

REUSE OF EXISTING STRUCTURES

Historic Stoughton Station

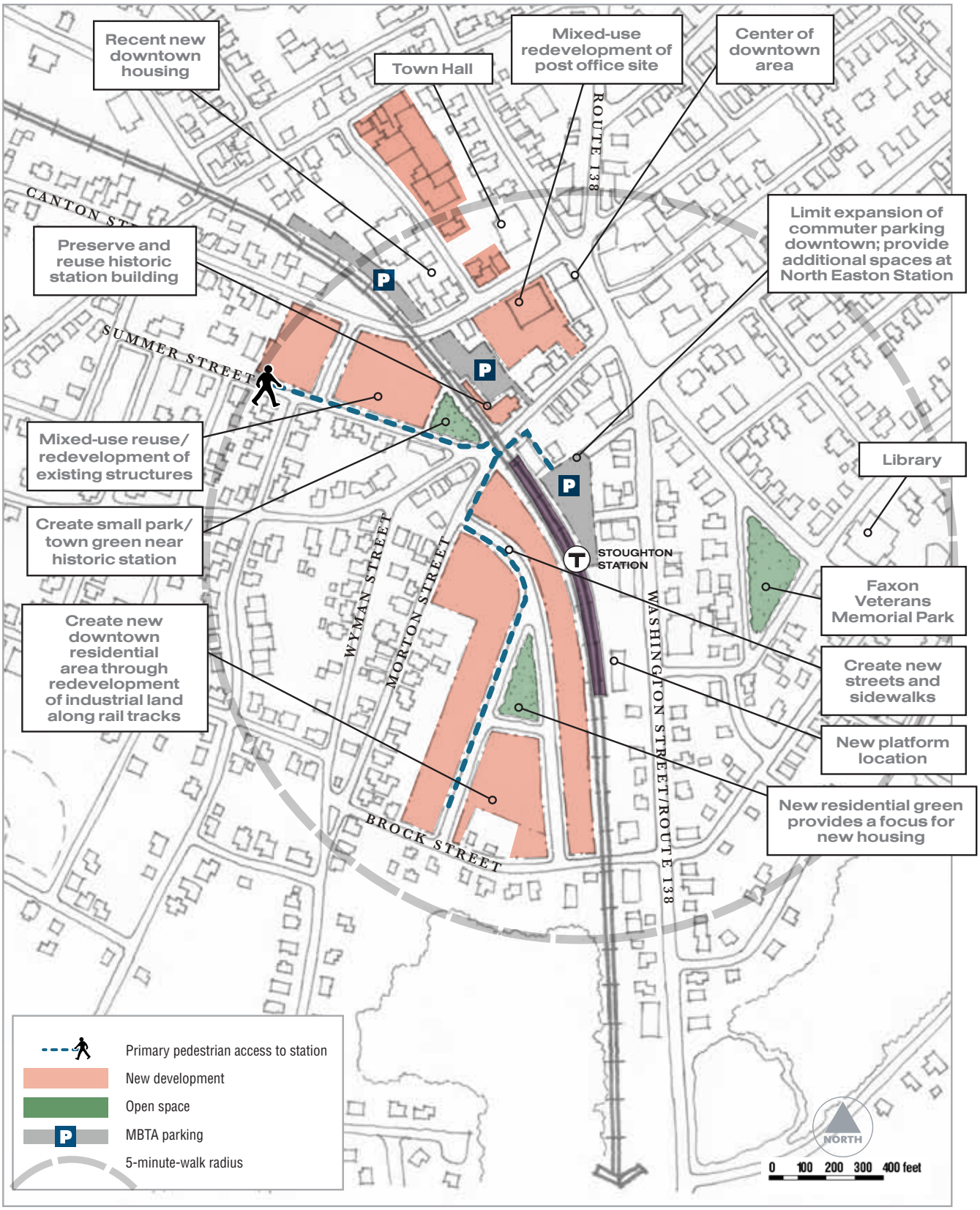
Example of mill reuse

A new downtown open space could host activities and events.

A MIX OF NEW HOUSING
- Multifamily
- Townhouses
- Single-family

Recent successful TOD housing in Stoughton

Examples of TOD housing


Recent new downtown housing
Town Hall
Mixed-use redevelopment of post office site
Center of downtown area
Limit expansion of commuter parking downtown; provide additional spaces at North Easton Station
Preserve and reuse historic station building
Mixed-use reuse/ redevelopment of existing structures
Create small park/ town green near historic station
Create new downtown residential area through redevelopment of industrial land along rail tracks
Library
Faxon Veterans Memorial Park
Create new streets and sidewalks
New platform location
New residential green provides a focus for new housing
CANTON ST
SUMMER STREET
ROUTE 138
WYMAN STREET
MORTON STREET
BROCK STREET
WASHINGTON STREET/ROUTE 138
STOUGHTON STATION
Primary pedestrian access to station
New development
Open space
MBTA parking
5-minute-walk radius
NORTH
0 100 200 300 400 feet

Chapter 7: Implementation of the Corridor Plan

The South Coast Rail project creates a once-in-a-century opportunity to shape future development in ways that can revitalize the cities of Fall River, New Bedford and Taunton, breathe life into village centers, and preserve the natural places that make the South Coast so special. However, the transportation investment alone will have limited impact on regional growth patterns without the adoption of strategies and tools at the local, regional, and state levels to help direct growth to target development areas and protect resources identified as key natural, historic or cultural assets. The policies, tools and strategies identified in this chapter offer municipalities and public agencies a wide range of tactics to ensure the opportunities presented by the expansion of transit service into the region are realized.

State Policy Actions

To realize the vision of the Corridor Plan, the business-as-usual model of land use planning and development needs to change. It will require targeted actions from state agencies, municipalities, regional organizations and the private sector. The Governor's Development Cabinet (which includes the governor and lieutenant governor; the secretaries of Housing and Economic Development, Energy and Environmental Affairs, Transportation and Public Works, Labor and Workforce Development, and Administration and Finance; and the undersecretary for Housing and Community Development) has committed to state policy actions that will better align incentives and investments to support the Corridor Plan. The following actions range from focused, site-specific activities to broad, regional-scale initiatives. The Development Cabinet is directing its agencies to implement these actions.

1. Stations and Station Areas

Create great places at the station areas by maximizing transit-oriented development (TOD) that builds new green neighborhoods with jobs and housing.

- Create multimodal and public-realm connections to stations, including investments in bicycle and pedestrian access.
- Incorporate solar, photovoltaic, wind, district energy, and energy-efficient technologies as well as green building standards for stations, parking facilities and station areas.
- Plan for short- and long-term TOD opportunities, and seek out public ownership of land for station areas.
- Coordinate job creation, green job incubators, and employer-attraction initiatives with station area development.

2. Strategic Investments

Use discretionary state funding flowing to municipalities to encourage zoning and land use changes that support sustainable development and the Corridor Plan. Pilot a "South Coast Investment Program" that links state investments to state goals and local performance in advancing those goals. Build on existing efforts to coordinate investments made in different program areas administered by different agencies. The following revenue

streams can be used to provide incentives for local actions:

- **South Coast Rail Project's growth-management investments.** Allocate these dollars through the Investment Program in a regional and rational manner.
- **Private project mitigation funds.** Establish a regional mitigation bank for private projects in the corridor that advances the Corridor Plan.
- **Discretionary grant funds targeted to municipalities.**
- **Investments in state buildings and infrastructure** (see #3).

3. Lead by Example

Steer the state's own direct investments in state infrastructure, buildings, and office leases to station areas and priority development areas, such as downtowns.

- Incorporate criteria on preferred locations into leasing and construction decisions.

4. Affordable Housing

Provide technical assistance to expand affordable housing opportunities and use the Corridor Plan to guide new housing development.

- Facilitate the production and implementation of Housing Production Plans for selected South Coast communities.
- Work with municipalities to encourage a range of housing types at station areas, and plan ahead to prevent future displacement of low-income families.

5. Transfer of Development Rights

Create a regional transfer of development rights (TDR) program to steer growth away from sensitive sites in rural and suburban areas at risk for low-density residential sprawl and into areas appropriate for development, like village centers and downtowns.

- Provide technical assistance for municipalities to adopt streamlined TDR bylaws.
- Establish a TDR bank. Once up and running, the private market provides the funding that will permanently protect land and result in more compact development.

6. Capture Value

Consider retaining a portion of the value created by the transportation investment to help fund the project by capturing new tax revenue from growth around the train stations.

- The Commonwealth and the municipalities should equitably share the new tax revenues created by the project, dividing the revenues to balance state and local needs.

Technical Assistance

Technical assistance has been a key component of the South Coast Rail project from the beginning and will continue to play a critical role in realizing the promise of the Plan. Over the past year, the project team has provided assistance to communities to help them advance local goals and the Commonwealth's Sustainable Development Principles. In the fall of 2008, each community in the corridor was informed about the opportunity for technical assistance in these areas: community planning and zoning; economic development districts; housing development districts; open space preservation; low-impact development; renewable energy; and transportation.

The corridor planning team gave preference to requests that demonstrated clear and achievable outcomes. The team also attempted to use limited resources to allow for an equitable delivery of assistance among communities while giving priority to projects that related most closely to the rail project and smart growth. Table 7-1 summarizes the technical assistance provided to each participating community.

When the preferred alternative route is selected, technical assistance will focus on developing TOD zoning around the new stations. Assistance will also be offered to communities seeking to implement the Corridor Plan—supporting development in priority development areas and protecting land within priority protection areas. Many of the tools that can help communities realize better growth and land protection outcomes are described in the next section. The technical assistance program will

Table 7-1: Technical Assistance Provided to South Coast Communities

Acushnet	Updated Acushnet's zoning map, provided sample mixed-use bylaws, and conducted a land-use and market analysis for a mixed-use district adjacent to and including the old Titleist factory.
Attleboro	Assisted the City with creating a 40R district, which will encourage the creation of mixed-income housing in smart-growth locations.
Berkley	Delivered a housing workshop for a subset of South Coast communities facing similar housing challenges.
Bridgewater	Completed mapping for Priority Development and Protection Areas.
Dartmouth	Worked with the Town on identifying 43D Priority Sites. Delivered housing workshop for a subset of South Coast communities facing similar housing challenges.
Fairhaven	Customized a low-impact development (LID) bylaw for local adoption. Delivered workshop on wastewater issues covering strategies and options for improvements that support growth in areas planned for economic and housing development.
Fall River	Worked with the City to develop conceptual plans for station-area transit-oriented development (TOD) at the Fall River Depot, using input gathered through the station area workshop. The Southeastern Regional Planning and Economic Development District (SRPEDD) will work with the City to develop TOD zoning beginning in fall 2009.
Freetown	Worked with the Town to develop conceptual plans for station-area transit-oriented development (TOD) at the Freetown station site, using input gathered through the station-area workshop. The Southeastern Regional Planning and Economic Development District (SRPEDD) will work with the Town to develop TOD zoning beginning in fall 2009.
Lakeville	Delivered workshop on wastewater issues, covering strategies and options for improvements that support growth in areas planned for economic and housing development.
Mansfield	Conducted a one-way-street traffic study for the area around the station site.
Middle-borough	Began work with the Town to develop conceptual plans for station-area transit-oriented development (TOD) for Middleborough Center, using input gathered from the station-area workshop. (The station site was subsequently dropped when one rail alternative was eliminated from consideration.)
New Bedford	Worked with the City to develop conceptual plans for station-area transit-oriented development (TOD) for the Whale's Tooth and King's Highway station sites, using input gathered from the station-area workshop. The Southeastern Regional Planning and Economic Development District (SRPEDD) will work with the City to develop TOD zoning beginning in fall 2009.
North Attleborough	Updated portions of the open space and recreation plan. Enhanced ongoing work on the Route 1 study, using GPS to establish zoning boundaries for a business district, and conducting research on the future of big-box and strip-mall development.
Raynham	Worked with the Town to develop conceptual plans for station-area transit-oriented development (TOD) at Raynham Place, using input gathered from the station-area workshop. The Southeastern Regional Planning and Economic Development District (SRPEDD) will work with the Town to develop TOD zoning beginning in fall 2009, should the Stoughton alternative advance.
Rochester	Delivered a housing workshop for a subset of South Coast communities facing similar housing challenges.
Seekonk	Delivered a housing workshop for a subset of South Coast communities facing similar housing challenges.
Sharon	Delivered a workshop on wastewater issues covering strategies and options for improvements that support growth in areas planned for economic and housing development.
Somerset	Prepared assessment of opportunities for the redevelopment of several parcels of land at the intersection of Route 6 and Route 138, which will be bypassed by the new alignment of Route 6. Southeastern Regional Planning and Economic Development District (SRPEDD), through the District Local Technical Assistance Program, will continue to provide economic development assistance, including the potential for 43D Priority Site designations. In addition, SRPEDD's existing work on site plan review and the mixed-use bylaw supports the goals of economic development and smart growth, which reinforce the corridor planning process.

Stoughton	Prepared assessment of development opportunities in the vicinity of the train station and downtown, identification of barriers to development, and strategies for realizing these opportunities. Worked with the Town to develop conceptual plans for the station area, using input gathered from the station-area workshop.
Swansea	Delivered workshop on wastewater issues which will cover strategies and options for improvements that support growth in areas planned for economic and housing development.
Taunton	Worked with the City to develop conceptual plans for station-area transit-oriented development (TOD) at the East Taunton Target Plaza and Metro (GATRA/Oak Street) station sites, using input gathered from the station-area workshop. The Southeastern Regional Planning and Economic Development District (SRPEDD) will work with the City to develop TOD zoning beginning in fall 2009 for the stations of the preferred alternative.
Wareham	Delivered a housing workshop for a subset of South Coast communities facing similar housing challenges.
Westport	Customized a low-impact development (LID) bylaw. Delivered a workshop on sewer and water issues that will cover strategies and options for improvements that support growth in areas planned for economic and housing
All	The corridor team revised and enhanced the state's smart-growth toolkit, adding new sections on Chapter 40B and Chapter 43D.

work with cities and towns to update zoning and other land use regulations.

Local Tools for Shaping Growth Across the Region

Given the scale of anticipated population growth within the region, estimated by regional planning agencies at greater than 20% prior to 2030, development will continue to occur outside priority development areas around stations. Yet through adoption of a variety of planning and regulatory tools at the local level, communities can ensure that development advances in ways that are economically sustainable and environmentally responsible. Several communities within the region have already adopted innovative regulatory tools; others are now considering how to take next steps forward.

Below, we outline the types of tools and strategies that local communities can adopt to ensure that future rail service provides the greatest benefits to the region in terms of development patterns, growth opportunities, and protection of its many assets. A discussion of the importance of planning for future growth is followed by a presentation of specific strategies and tools for preservation of priority protection areas and development of priority development areas. Each tool and strategy is further detailed in Appendix B, which includes additional information about how the tool can be applied, where it has been adopted in the South Coast region, and resources for additional information.

Many of these tools are also featured in the state's Smart Growth/Smart Energy Toolkit, available at www.mass.gov/smartgrowth. The Toolkit contains model bylaws, PowerPoint presentations, and in-depth information about the techniques. As part of the South Coast Rail technical assistance program, two new techniques were added to the Toolkit: Chapter 43D Expedited Permitting and Working with Chapter 40B.

Planning

The underlying basis for sustainable community development is planning. Ideally, each community in the region should have a current and active **master or comprehensive plan.** These plans reflect the vision of a community for its future physical development, including goals for development and preservation and strategies for achieving these goals. The plans are based on a thorough assessment of existing conditions and opportunities. Typically, such a plan will address land use, economic development, housing, infrastructure, natural and cultural resources, open space and recreation, services and facilities, and circulation. The tools and strategies adopted for preservation and development should support the master or comprehensive plan.

The communities may also consider creating a

community development (CD) plan, which is not as extensive as the master or comprehensive plan. The State encourages communities to consider this type of plan as a start if they do not have a master plan. The CD plan would consist of at least five elements: 1) recommendations for a growth district or districts for economic development activities that would provide for prompt and predictable permitting; 2) recommendations for a growth district or districts for housing development activities that would provide for prompt and predictable permitting; 3) recommendations for land protection, including the use of Open Space Residential Development type subdivision regulations; 4) adoption of low-impact development (LID) regulations; and 5) recommendations for the establishment of prompt and predictable permitting for renewable and/or alternative energy facilities.

In addition to the master plan, communities may adopt an **open space and recreation plan** to provide a more detailed analysis of natural resources and lands that require permanent protection, as well as opportunities for providing active recreation opportunities for residents. Communities that produce plans accepted by the Massachusetts Division of Conservation Services are eligible for grants to fund the purchase of land for passive and active recreation.

Many communities also adopt **housing production plans** in conformance with guidelines established by the Massachusetts Department of Housing and Community Development. Housing production plans provide communities with guidance in meeting each community's unique housing needs, including the provision of low- and moderate-income housing options. Communities with certified plans are eligible for additional consideration of their obligations to meet affordable housing targets under the 40B program.

Communities can also develop **sewer and water plans** to identify where new services should be provided, as well as areas that should not be connected to municipal sewer and water systems. These can be a powerful tool for guiding development and protecting sensitive areas.

Watershed plans are produced at the regional level, examining how water resources should guide development. These plans take a broader view than plans created at a municipal level, and may include recommendations for cooperative planning and zoning among communities to best utilize limited water resources.

Station-area plans focus on land use and development within one-quarter to one-half mile of transit stations. They are often parcel-based, identify sites for mixed-use, higher-density development within walking distance of stations, and incorporate design guidelines to encourage pedestrian activity. These plans include techniques for integrating stations into the neighborhood in which they are located and are often accompanied by market analysis. Detailed station-area plans should be developed in close collaboration with property owners and the private sector.

Strategies and Tools for Preservation

One of the most challenging aspects of preserving natural, cultural and historic assets is putting together funding to accomplish resource protection. In 2000, Massachusetts provided an important funding tool for communities by passing the **Community Preservation Act** (CPA). The CPA allows communities to adopt a surcharge on property taxes, matched by the state, which can be used for open-space protection, historic preservation, affordable housing, and recreation. Communities can use the CPA to purchase assets outright, or to purchase conservation restrictions on open space, agricultural-preservation restrictions on farmland, or historic-preservation restrictions on historic assets. Each of these restrictions protects the assets by limiting the right of the property owner to develop or alter the property.

Beyond purchasing an interest in a property, communities can adopt a number of regulatory tools to help encourage land preservation.

Agricultural land and activities can be protected through **agricultural zoning**, which can protect prime agricultural land from encroachment, as well as **right-to-farm bylaws. Conservation subdivision bylaws** (also known as **cluster development** or **open-space-residential-design bylaws**) can be used to encourage developers to cluster new housing on a smaller portion of a parcel while retaining the important natural areas as permanent open space. **Transfer-of-development rights bylaws** allow property owners in designated resource areas to sell their development rights to property owners in areas more appropriate for development, thus protecting resources and concentrating growth in already developed areas with services. Some communities are using **scenic-road bylaws** to protect the scenic qualities of rural roads, such as rock walls and mature trees.

Regulatory options also exist for protecting important historic resources. Many Massachusetts communities have adopted **demolition-delay bylaws** to provide a window of opportunity to save historic structures threatened by demolition. Further protection can be provided by designating **historic districts or landmarks.** Historic district designation gives a community some control over the types of alterations that can be made to historic structures within the district, ensuring that the historic integrity of the structures and the community is maintained.

A number of communities have also adopted **design review bylaws** for particularly sensitive areas that may not be suitable for historic districts. These bylaws are often used in town centers, village centers, commercial corridors, and other similar districts.

Communities can enhance the protection of wetlands by adopting **local wetlands protection bylaws**. The State Wetlands Protection Act provides protection for wetlands. However, local bylaws can provide additional protective measures. Communities can also protect water resources through encouraging or requiring (through a bylaw) that developers incorporate **low-impact development (LID) techniques** into new projects to reduce runoff and erosion. Finally, good **stormwater management plans** can reduce the impact of development on water quality and aquatic life.

Strategies and Tools for Development

Many areas within the South Coast region are well-suited for development or redevelopment, can support economic growth and job creation, and can provide housing options for residents. Economic growth and diversification is particularly important to the region's older cities and towns. A number of tools, many with financial incentives, are available to communities that wish to concentrate mixed-use, commercial, or industrial development in already developed areas or on sites near transit. **Chapter 43D**, the state's expedited-permitting legislation, allows communities to designate sites as Priority Development Sites, where all development permits are guaranteed to be issued within 180 days of submittal of a development application. In return, the state provides grants for planning, as well as marketing assistance. Developers are attracted to 43D sites because they eliminate the uncertainties that typify the local development process.

Technical and financial resources are available to communities interested in cleaning up contaminated sites for redevelopment. **Brownfields redevelopment programs** available from both the state Department of Environmental Protection and the federal Environmental Protection Agency can assist communities and developers with assessment of sites, cleanup strategies and funding for cleanup. Brownfields programs can help preserve some of the older mill buildings that contribute to the unique character of many South Coast communities.

Chapters 40R and 40S provide financial incentives to municipalities that adopt zoning allowing higher-density residential and mixed-use development in city or town centers, areas with services, and sites close to transit. Incentives include payments for each housing unit built in the designated area and payments for any net new school costs incurred as

Figure 7-1: Compact Development Tools

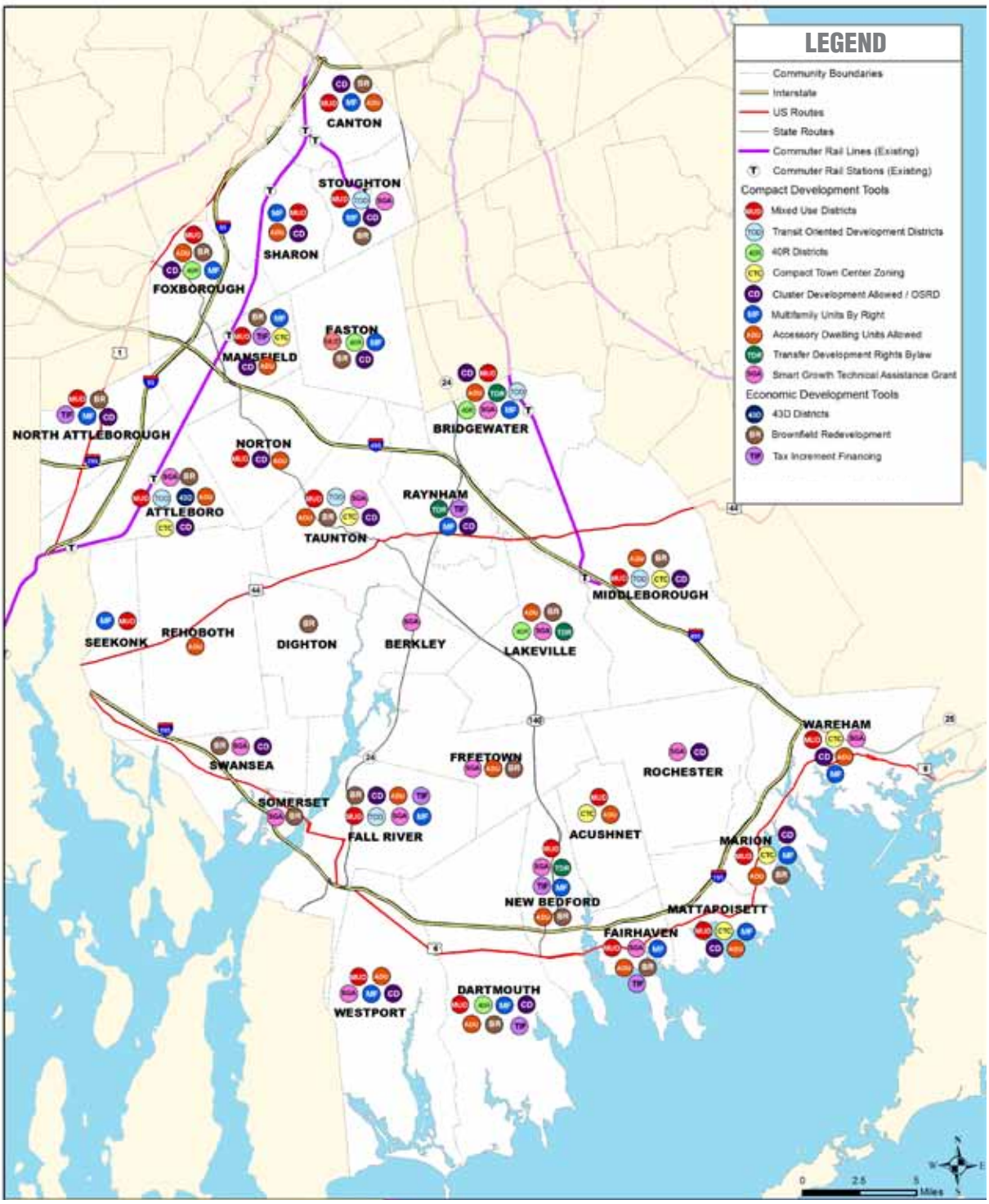
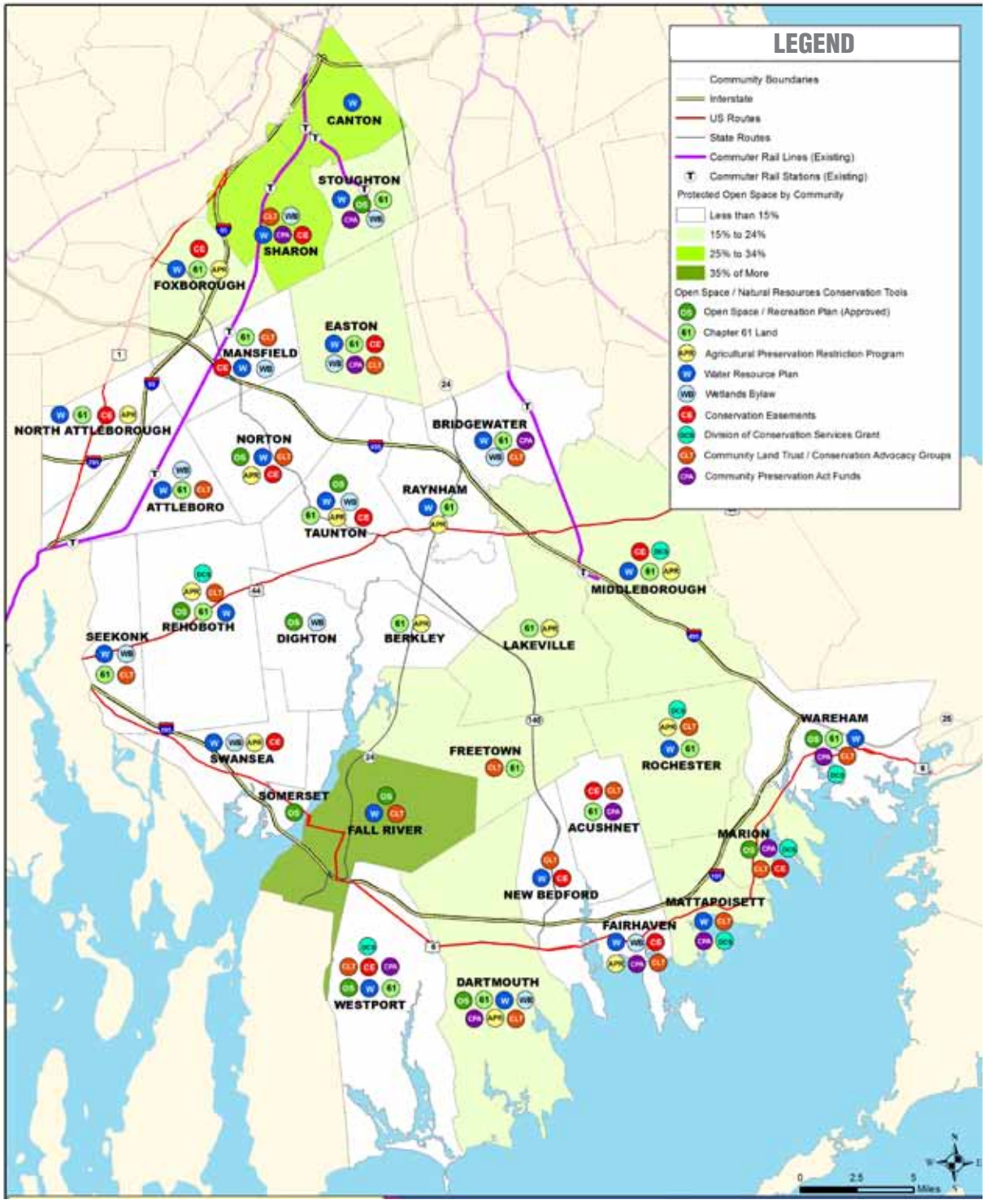


Figure 7-2: Open Space and Natural Resources Conservation Tools



a result of the housing development. **Tax-increment financing** and **district-improvement financing** can provide communities with a local mechanism for funding the infrastructure improvements necessary to support private investment in more distressed commercial districts.

Zoning bylaws can also support concentrated development in priority development areas. For many years, communities have adopted zoning that segregates uses, thus increasing the need for using automobiles, spreading out development, and increasing the amount of impervious surface in a community. To address the negative impacts of single-use zoning, communities can adopt **mixed-use zoning** or **village-center zoning bylaws**, both of which encourage denser developments that mix housing and commercial uses, either in the same building or adjacent to one another. Mixed-use zoning can be used to create a more pedestrian-friendly environment with opportunities to live, work, shop and pursue recreation in a single geographic area. As part of a mixed-use zone, or as an amendment to parking regulations, communities can also adopt **parking-management strategies** and allow **shared parking** to reduce parking demand, encourage walking, and hide unsightly parking facilities from view.

Housing-related regulatory policies can also support sustainable development. **Inclusionary zoning** requires developers to include a specified number of affordable units in any housing development over a designated size. Zoning that allows **accessory dwelling units** can help meet the needs of housing for people just entering the work force as well as retirees. Zoning for **multi-family housing** provides opportunities to meet the housing needs of people who want an alternative to a single-family home. Municipalities can also use **Chapter 40B**, the state's affordable housing legislation, to direct denser housing development to Priority Development Areas (as discussed in this plan). Finally, the **Community Preservation Act** can be used to fund affordable housing development by itself or in association with any of these tools.

All of these strategies can help concentrate new development, prevent sprawl, and provide housing for people of all income levels.

Immediate Next Steps

The Corridor Plan is the result of a partnership among the Commonwealth, regional planning agencies, the 31 corridor communities, and citizens across the region. Implementation of the Corridor Plan will require ongoing cooperation and collaboration among governments at all levels, the public, and the private-sector. The Corridor Plan will guide public investments and actions, and will help to leverage significant private investment within the South Coast region, around transit and existing centers.

The Corridor Plan was developed and is being completed in a period of economic and financial uncertainty at the national, state, and local levels. These uncertainties will pose challenges in advancing some elements of the Corridor Plan in the near term. Nevertheless, it is important to focus on the plan's long-term framework for the region. It is this long-term vision that can meaningfully influence thinking and actions concerning development and preservation in the region. Land use decisions that we make today have long-lived implications. There is no time to lose.

The next 12 months will be important to implementation of the Corridor Plan. Key responsibilities in this period include:

State

- The Development Cabinet will develop detailed technical assistance, funding, regulatory and, if needed, legislative proposals to implement the state policy actions described above.
- The Commonwealth and the Southeastern Massachusetts Commuter Rail Task Force will work together to update the Corridor Plan every year and to refine implementation strategies.
- The Commonwealth will continue to provide technical assistance to communities for smart growth implementation and to advance Priority

Protection and Priority Development Area goals.

- EOT & EOHED will work with the MBTA, the corridor communities, the regional planning agencies and other entities to develop more detailed station-area plans and station-area zoning.
- EOT will continue its civic engagement activities to foster public dialogue and discussion of the Corridor Plan, incorporating public input into its design of the South Coast Rail project.
- EOHED will continue to work with the RPAs using Direct Local Technical Assistance (DLTA) funding to support implementation actions at the local level.

Regional Planning Agencies

- SRPEDD, MAPC, and OCPC will continue to provide technical assistance to corridor communities to enhance smart growth planning, encourage transit-oriented development in station areas, and assist corridor communities with implementation of Priority Protection and Priority Development Areas.

Municipalities

- Corridor communities will build on and advance planning for Priority Development and Protection Areas identified within the Corridor Map as well as regionally and locally identified Priority Development and Protection Areas.
- Corridor communities will continue to draw on technical assistance through the state and regional planning agencies to explore potential application of smart growth tools and ordinances consistent with community goals and the Corridor Plan.
- Corridor communities that will host stations will prepare station area plans to guide investment around future stations through additional analysis and planning, as well as through engagement of the public, property owners and developers.
- Corridor communities that will host stations will consider revisions in local regulations, including zoning where necessary in order to reposition station areas to attract appropriate development.

Appendices